CITY OF ISSAQUAH WASHINGTON

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Date: August 14, 2019

To: Development Commission

CC: David Estes, Strotkamp Architects
Eric Hansen, Owner Representative

From: Katie Cote, Planning Consultant
Lucy Sloman, Land Development Manager
Doug Schlepp, Engineering Consultant
Stacey Rush, DSD Engineer

Subject: Briefing Response Memo for Evergreen Ford Lincoln Dealership
Site Development Permit: SDP19-00001; PRJ12-00003

Attachments:

1. Minutes from River and Streams Board Meeting, March 26, 2019
2. Minutes from River and Streams Board Meeting, June 4, 2019
3. SEPA Comment Email from Muckleshoot Tribe, June 26, 2019
4. Final SEPA MDNS, Issued August 14, 2019
5. Draft and Peer Reviewed LEED Scorecard, dated August 13, 2019
6. Revised Plan Set, set dated July 12, 2019, submitted July 19, 2019

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I. Glossary

The abbreviations used throughout this memo are defined as follows:

CIDDS Central Issaquah Development and Design Standards

CLOMR Conditional Letter of Map Revision – a request to amend adopted FEMA floodplain maps

DBH Diameter at breast height: The diameter of any tree trunk, measured at four and one-half (4.5) ft. above average grade.

DSD City of Issaquah Development Services Department

FAR Floor Area Ratio measured as the relationship between the amount of Gross Floor Area in a building (or buildings) and the Developable Site Area on which the building(s) stand.

IMC Issaquah Municipal Code

LLA Lot Line Adjustment

PWE City of Issaquah Public Works and Engineering Department

SEPA State Environmental Policy Act

SDP Site Development Permit

WSDOT Washington State Department of Transportation

II. Introduction

This memo covers the questions and concerns heard at the Development Commission meeting held on May 1. Staff and the applicant have since undertaken significant work to address comments raised by the public, the Development Commission, and the Muckleshoot Tribe. The following list summarizes key events in the review timeline that occurred after May 1, leading up to the second public hearing scheduled for August 21.

- In response to concerns raised by the Sammamish Plateau Water District, the stormwater system has been redesigned to provide a detention facility in addition to the proposed water quality

facilities, rather than pursue infiltration.

- Notice of a Draft SEPA Determination was provided in the local newspaper on April 26, 2019 with a comment period ending May 9, 2019. At that time, staff mistakenly did not email the list of interested parties. Staff corrected this error by sending out the Draft MDNS to the interested parties email list on June 12, 2019 with a comment period ending June 26, 2019. This Draft MDNS reflected changes to the stormwater system, mitigation, and site design that had occurred since the initial application. One comment letter was received from the Muckleshoot Tribe. The Tribe's concerns centered on protecting salmon habitat of the N. Fork of Issaquah Creek, as well as the off-site ditch. Staff held a telephone meeting with tribal representative Karen Walter (Muckleshoot Fisheries Division) to discuss the proposal's interface with critical areas in greater detail. Ms. Walter was happy to see the redesign of the stormwaters system to a detention system and after discussing the ditch with Ms. Walter, staff developed a condition requiring additional planting along the ditch.
- A final SEPA MDNS was issued August 14, 2019, see Attachment 4.
- A Conditional Letter of Map Revision (CLOMR) has been submitted by the applicant to correct the location of the floodplain on the site, which changed due to the stream relocation. Staff continue to work with the applicant to obtain and submit a complete CLOMR to FEMA.
- The second River & Streams Board meeting was held on June 4, primarily concerning the North Fork buffer planting. The Rivers and Stream Board agreed they supported the project moving forward.
- Staff worked with Ford to address franchise requirements and find a better way to reconcile brand requirements with the Architecture & Urban Design Manual. The changes made by the applicant and agreed to by Ford, bring the project substantially into compliance with the Design Manual.
- Building plans were modified and resubmitted on July 19. The project is now proposed in phases: Phase 1 would be a 3-level structure including sales floor, service areas, parking facilities, and vehicle display and Phase 2 would add the fourth level of parking.
- The City and the applicant have been working to clarify how the project can achieve the City's sustainability goals. The City has asked the applicant to design the project to meet the equivalent of a LEED Gold rating. The Office of Sustainability and an outside sustainability consultant have been working with the applicant to explore additional green building strategies. Based on the City's outside consultant's review, at this time the project appears to be one point shy of obtaining LEED Gold equivalency, see Attachment 5.

III. Briefing Responses

In response to the Development Commission and public's questions and comments at the May 1, 2019 Public Meeting, and public comment received before and during the meeting, Staff and the Applicant provide the following analysis and supplemental information.

1. <u>Building Design of the Ford Dealership & Lincoln Dealership structures – NW Revival Style</u>

a. General Questions

The Development Commission requested background information on the design review requirements from the franchise and the consequences of not meeting franchise requirements. The project may be closer in alignment to the Northwest Contemporary Style rather than Northwest Revival; however, the Northwest Contemporary style is not allowed in Central Issaquah. Still, the project is sited at the border of Central Issaquah and is one of few sites designated Intensive Commercial, could the Northwest Contemporary style be applied on an exception basis?

Example NW Revival building
Image: Wikipedia

Example NW Contemporary building
Image: Obsidian Architecture

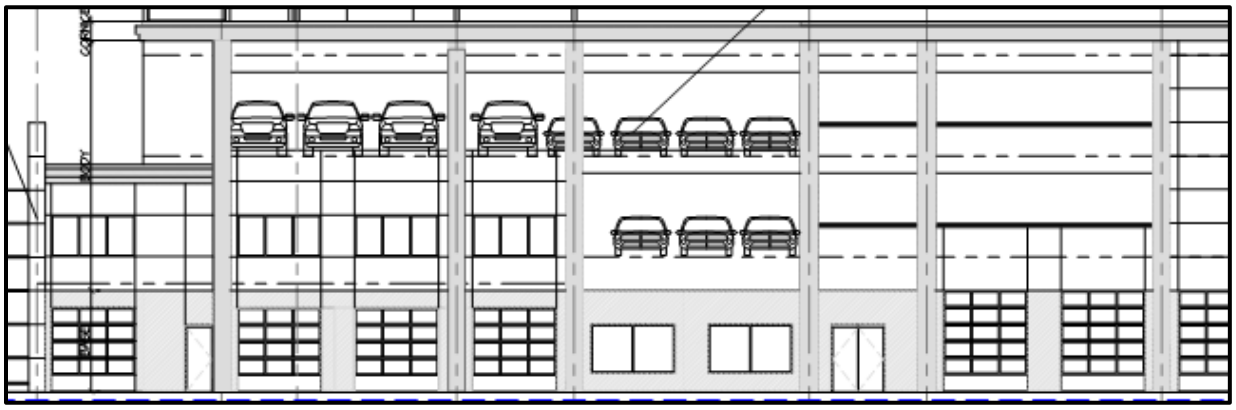
If the approach to apply the Northwest Contemporary style is not desired, then how can the building design be modified to achieve compliance with the parameters of the Northwest Revival style? In particular, how can the design of the parking structure better express verticality in scale? What other Northwest Revival design elements can be added to the building design? What façade materials could more appropriately reflect the heavy masonry character of NW Revival Style? There is also a concern about the inappropriate use of metallic panels and glass curtain walls in the Ford and Lincoln facades. How will the façade appear to pedestrians and motorists passing by?

Staff:
The Northwest Revival Style was chosen as the best fit for this project, despite certain areas of conflict with the franchise requirements of Ford and Lincoln. The Development Commission discussed at length whether the project would comply better with the Northwest Contemporary style, which is allowed only in the Urban Core district and not in the Traditional Issaquah district. Adopting this style would eliminate many of the design conflicts caused by the NW Revival style relating to wall materials and tripartite definition, but some conflicts with other standards would remain, including window styles and façade articulation. The analysis for each building below provides additional details.

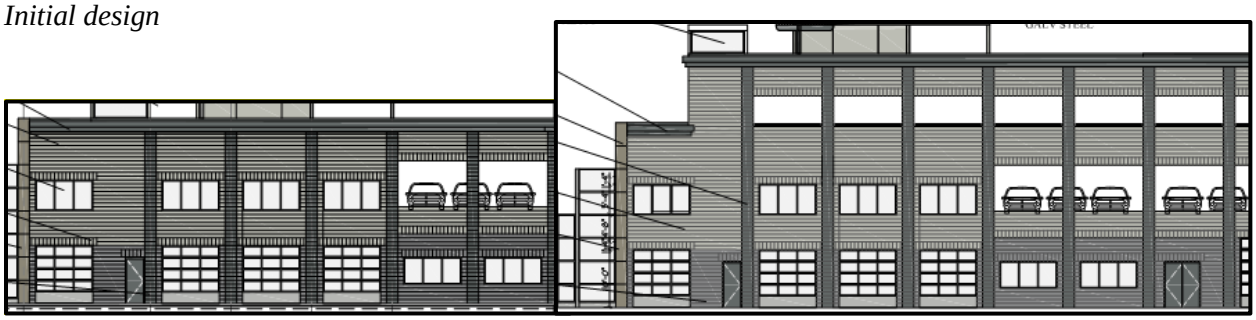
The Commission ultimately decided to continue reviewing the project under the NW Revival Standard to avoid creating a precedent of allowing NW Contemporary style in Traditional Issaquah. This approach will ensure consistency with the newly adopted Design Manual. Staff requested the applicant submit revised elevations showing compliance with the NW Revival style; these were submitted on July 19.

Design revisions that achieve substantial compliance with the Northwest Revival style include:

- Increasing vertical emphasis by adding additional vertical columns at the parking garage structure

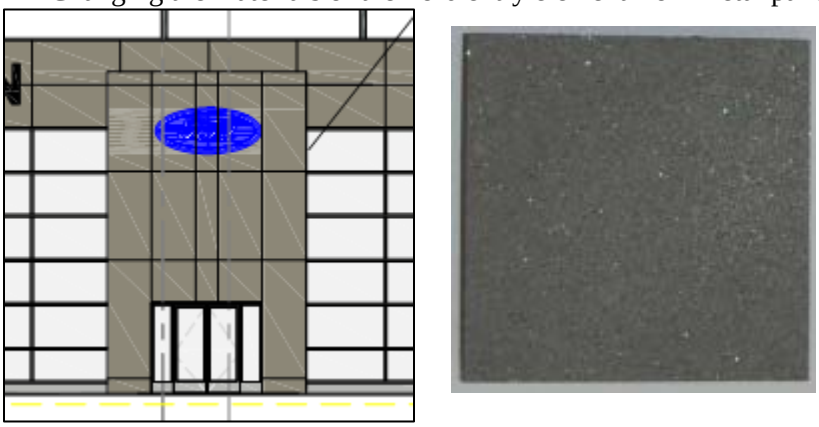


Initial design



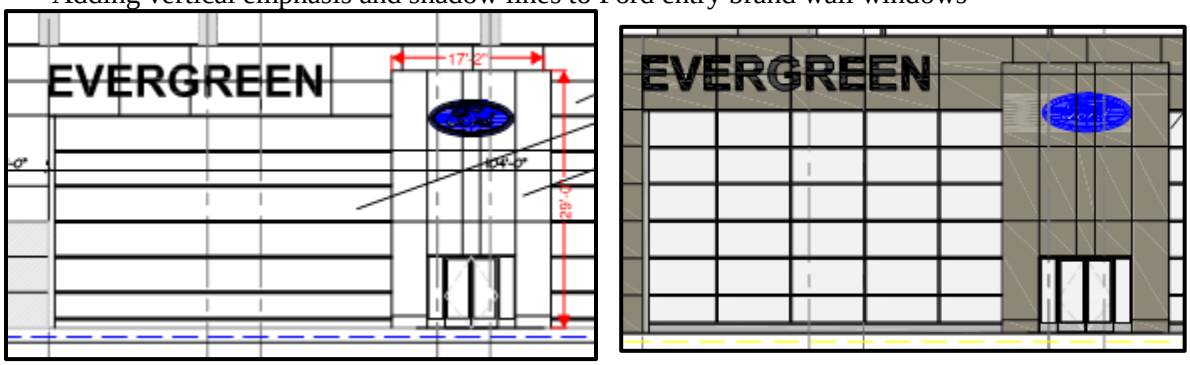
Revised design with additional vertical columns (L: Phase One; R: Phase Two)

- Changing the materials of the Ford entry element from metal panels to stone



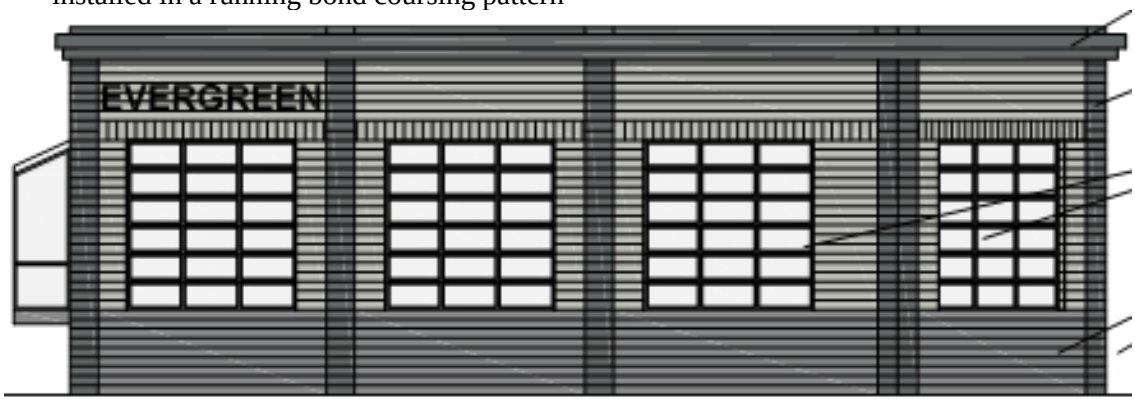
Revised design of Ford entry element (L), to be composed of "Pietra Serena" limestone panel (R)

- Adding vertical emphasis and shadow lines to Ford entry brand wall windows



L: Initial design of Ford entry element featuring horizontal windows
R: Revised design with greater vertical emphasis and shadow lines)

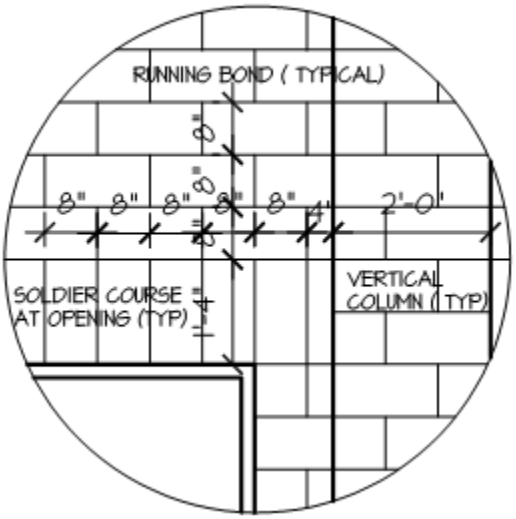
- Changing the materials of the garage and pavilion structures to a glazed masonry material installed in a running bond coursing pattern



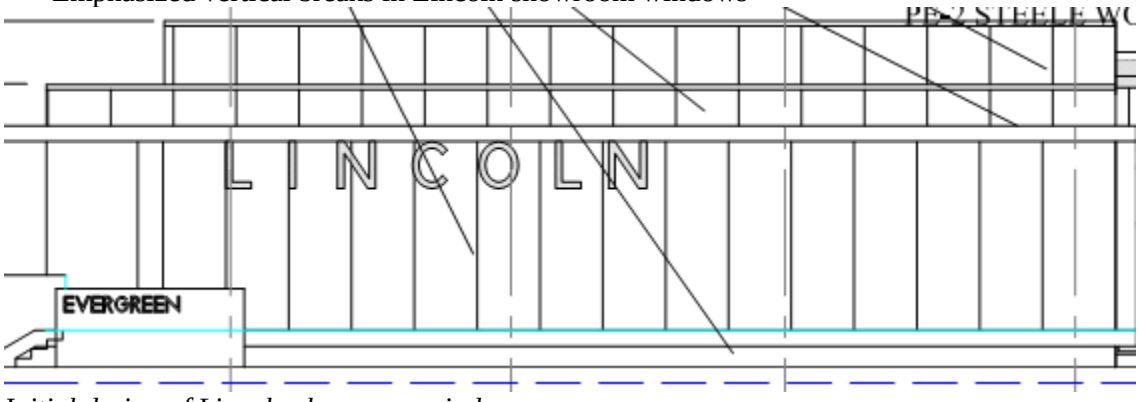
Revised pavilion design showing glazed masonry material

Revised garage exterior design (L: Phase One, R: Phase Two) showing glazed masonry material

Top: Excerpt from materials board, showing glazed masonry samples
Bottom: Typical coursing and glazed masonry pattern in revised parking structure design



- Emphasized vertical breaks in Lincoln showroom windows



Initial design of Lincoln showroom windows

Revised design of Lincoln showroom windows

Applicant:

We discuss the City of Issaquah's CIP requirements at length with Ford on flexibility on the exterior design elements. The Lincoln Elements required franchise elements are very definitive and have little variance for color, materials revisions and "style" of the exterior elements ,

Revision of the Ford Brandwall element from ACM to Limestone/Synthetic stone was accepted by Ford.

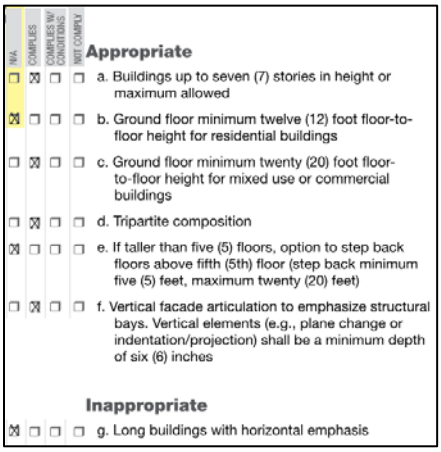
The vertical columns have been increased in number and depth to provide a stronger vertical emphasize on the parking structure to address the concerns of both scape of the structured parking openings and to provide a stronger vertical emphasis to the project.

Conclusion:

Staff recommends the Development Commission apply the Northwest Revival style to this project. The IMC does not provide flexibility to allow use of the Northwest Contemporary style in the Traditional Issaquah district. The applicant has revised several project elements to be more in line with the Northwest Revival style, and Staff believe that the project is substantially in compliance. See following details.

b. Ford Dealership – Approach to resolving franchise conflicts with Northwest Revival style

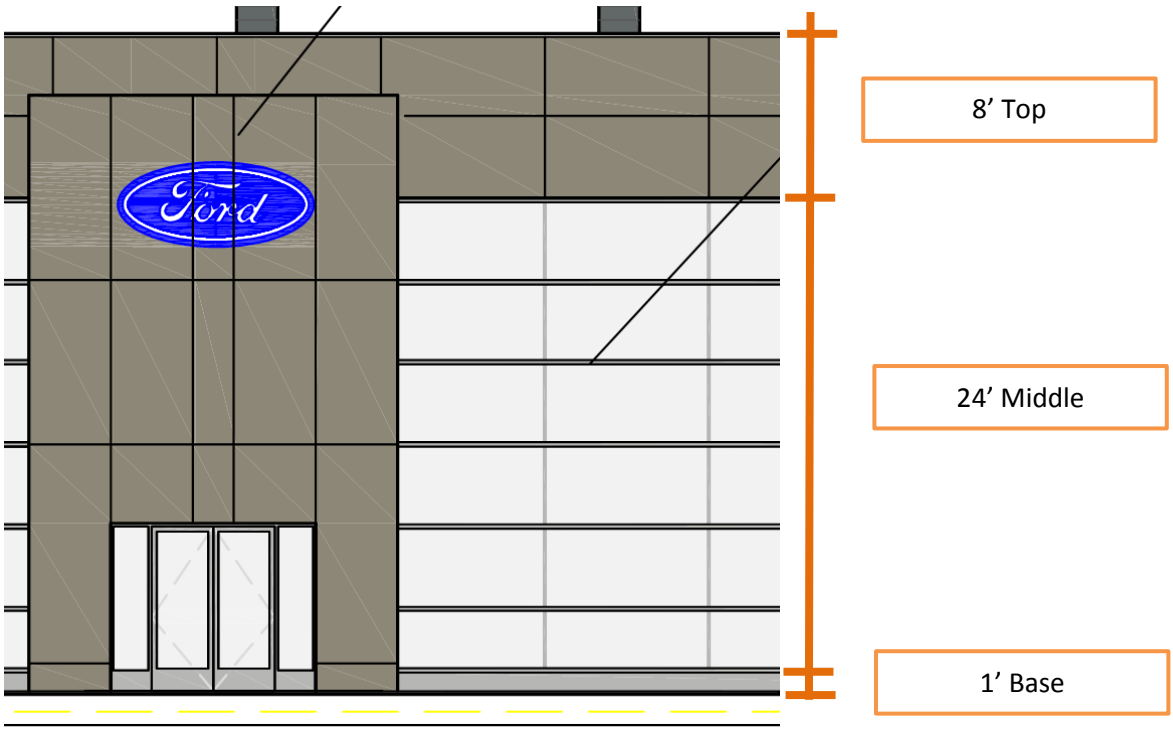
i. Scale: The structure initially lacked tripartite definition.



N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
				Appropriate
☐	☒	☐	☐	a. Buildings up to seven (7) stories in height or maximum allowed
☒	☐	☐	☐	b. Ground floor minimum twelve (12) foot floor-to-floor height for residential buildings
☐	☒	☐	☐	c. Ground floor minimum twenty (20) foot floor-to-floor height for mixed use or commercial buildings
☐	☒	☐	☐	d. Tripartite composition
☒	☐	☐	☐	e. If taller than five (5) floors, option to step back floors above fifth (5th) floor (step back minimum five (5) feet, maximum twenty (20) feet)
☐	☒	☐	☐	f. Vertical facade articulation to emphasize structural bays. Vertical elements (e.g., plane change or indentation/projection) shall be a minimum depth of six (6) inches
				Inappropriate
☒	☐	☐	☐	g. Long buildings with horizontal emphasis

Architecture and Urban Design Manual checklist excerpt showing substantial compliance

Staff:
The Ford Dealership has a contemporary architectural style, with a "brand wall" consisting of a glass curtain wall extending to the ground, framed on the sides and the top by limestone cladding. Ford's "entry element" located at the center of the brand wall provides brand definition consistent with franchise requirements. The design has a 1 ft tall base below the windows. This design has not been changed from the initial submittal. (Note signs have not been reviewed for compliance with the sign code.) See image below.

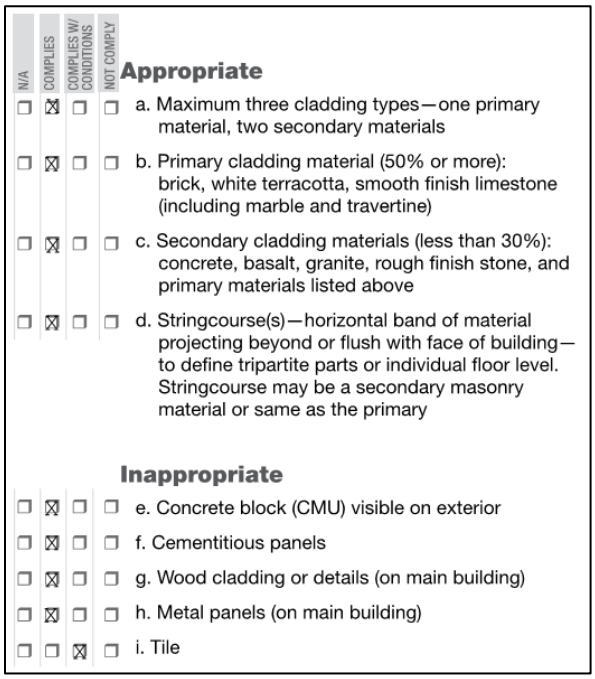


Applicant:
As the project has developed, we have worked with Ford/Lincoln and the city to bring the exterior elements as close as possible to the requirements of the Northwest Revival style

Conclusion:
Staff considers the Ford Dealership to be substantially compliant with the scale requirements of the NW Revival style.

ii. Materials | Walls: Metal panels are used at the brand wall entry element.

Staff:
As shown in Section 1a above, Ford has changed the materials of its entry element from metal panels to stone panels. Staff considers this material to be an appropriate choice for the NW Revival style.



N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
				Appropriate
☐	☒	☐	☐	a. Maximum three cladding types—one primary material, two secondary materials
☐	☒	☐	☐	b. Primary cladding material (50% or more): brick, white terracotta, smooth finish limestone (including marble and travertine)
☐	☒	☐	☐	c. Secondary cladding materials (less than 30%): concrete, basalt, granite, rough finish stone, and primary materials listed above
☐	☒	☐	☐	d. Stringcourse(s)—horizontal band of material projecting beyond or flush with face of building—to define tripartite parts or individual floor level. Stringcourse may be a secondary masonry material or same as the primary
				Inappropriate
☐	☒	☐	☐	e. Concrete block (CMU) visible on exterior
☐	☒	☐	☐	f. Cementitious panels
☐	☒	☐	☐	g. Wood cladding or details (on main building)
☐	☒	☐	☐	h. Metal panels (on main building)
☐	☐	☒	☐	i. Tile

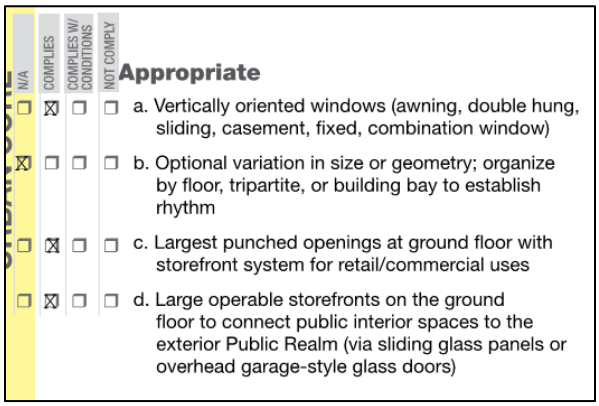
Architecture and Urban Design Manual checklist excerpt, showing substantial compliance

Applicant:
The exterior elevation been revised, removing the ACM and replacing it with a Limestone/synthetic stone wall panel approved by Ford. The technology of the early 20th century did not allow for the type of windows shown in the elevations. To bring the project closer to the Northwest Revival style vertical mullions caps were added to the ford display.

Conclusion:
The substitution of stone panels for metal panels is an appropriate material choice for the NW Revival style.

iii. Materials | Windows: A main feature of Ford's brand wall is a curtain wall of windows spanning nearly the entire façade.

Staff:
As shown above in Section 1a, Ford has revised its window plan to include more prominent mullions to break up the smooth glass curtain wall which had previously spanned the face of the building. Further review to implement this will occur with the building permit.



N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	Appropriate
☐	☒	☐	☐	a. Vertically oriented windows (awning, double hung, sliding, casement, fixed, combination window)
☒	☐	☐	☐	b. Optional variation in size or geometry; organize by floor, tripartite, or building bay to establish rhythm
☐	☒	☐	☐	c. Largest punched openings at ground floor with storefront system for retail/commercial uses
☐	☒	☐	☐	d. Large operable storefronts on the ground floor to connect public interior spaces to the exterior Public Realm (via sliding glass panels or overhead garage-style glass doors)

Architecture and Urban Design Manual checklist excerpt showing substantial compliance

Applicant:
Franchise Requirement for the Ford Brandwall/display area. We have added vertical mullions as noted above as shown to reduce the horizontal emphasis of this area.

Conclusion:
The use of more prominent mullions is an appropriate means to comply with the NW Revival style and will be further implemented through building permit review.

c. Lincoln Dealership – Approach to resolving franchise conflicts with Northwest Revival style

i. Materials | Walls: Metal panels are used for the bezel.

Staff:
The Lincoln Dealership has an architectural style dictated by franchise brand requirements. The design seeks a luxurious architectural look inspired by the midcentury modern aesthetic, including a low-ceilinged "jewel box" display area at the primary street frontage. This display feature is framed by white bezel detailing comprised of metal panels. Metal is listed as an inappropriate wall material in the Northwest Revival style. However, the use of these metal panels is very minimal in relation to the overall building, and their finish does not have a metallic appearance. Similar to a cast iron painted detail that might have appeared historically on this type of building, staff suggests the Lincoln storefront's minimal use of painted metal as an accent material is acceptable. Also, while tile is not an allowed wall material in the Northwest Revival style, staff has determined that the use of porcelain panels that effect a masonry appearance is substantially compliant, per the condition below.

Revised design of Lincoln "jewel box" showing white bezel composed of metal panels

Revised design of Lincoln "jewel box" showing façade wall porcelain panel

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
				Appropriate
☐	☒	☐	☐	a. Maximum three cladding types—one primary material, two secondary materials
☐	☒	☐	☐	b. Primary cladding material (50% or more): brick, white terracotta, smooth finish limestone (including marble and travertine)
☐	☒	☐	☐	c. Secondary cladding materials (less than 30%): concrete, basalt, granite, rough finish stone, and primary materials listed above
☐	☒	☐	☐	d. Stringcourse(s)—horizontal band of material projecting beyond or flush with face of building—to define tripartite parts or individual floor level. Stringcourse may be a secondary masonry material or same as the primary
				Inappropriate
☐	☒	☐	☐	e. Concrete block (CMU) visible on exterior
☐	☒	☐	☐	f. Cementitious panels
☐	☒	☐	☐	g. Wood cladding or details (on main building)
☐	☒	☐	☐	h. Metal panels (on main building)
☐	☐	☒	☐	i. Tile

Architecture and Urban Design Manual checklist excerpt showing substantial compliance

Applicant:
The metal Bezel used on the Head and sill are 1'-0" tall and 2'-0" deep, all together the amount to less than 300 sq. ft on the building façade

Conclusion:
Staff considers the use of small amounts of composite panels in a non-metallic finish, and the use of porcelain tiles with a masonry appearance, to be appropriate in this application of the Northwest Revival style.

ii. Materials | Windows: The storefront windows lack depth and shadow.

Staff:
The Lincoln Dealership "jewel box" features vertical glazing that lacks the depth and shadow of deep-set, individually spaced "punched windows" appropriate to the NW Revival style. Though it appears additional vertical definition has been added to the Lincoln storefront, additional window details are needed to determine whether the windows exhibit appropriate depth and shadow lines. This will be confirmed with building permit review.

Revised design of Lincoln storefront featuring vertical glazing

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	
				Appropriate
☐	☒	☐	☐	a. Vertically oriented windows (awning, double hung, sliding, casement, fixed, combination window)
☒	☐	☐	☐	b. Optional variation in size or geometry; organize by floor, tripartite, or building bay to establish rhythm
☐	☒	☐	☐	c. Largest punched openings at ground floor with storefront system for retail/commercial uses
☐	☒	☐	☐	d. Large operable storefronts on the ground floor to connect public interior spaces to the exterior Public Realm (via sliding glass panels or overhead garage-style glass doors)
				Inappropriate
☐	☐	☐	☒	e. Ribbon windows

L: Example of deep-set punched windows typical of NW Revival style
Image: J. Mark Griffith Photography
R: Architecture and Urban Design Manual checklist excerpt

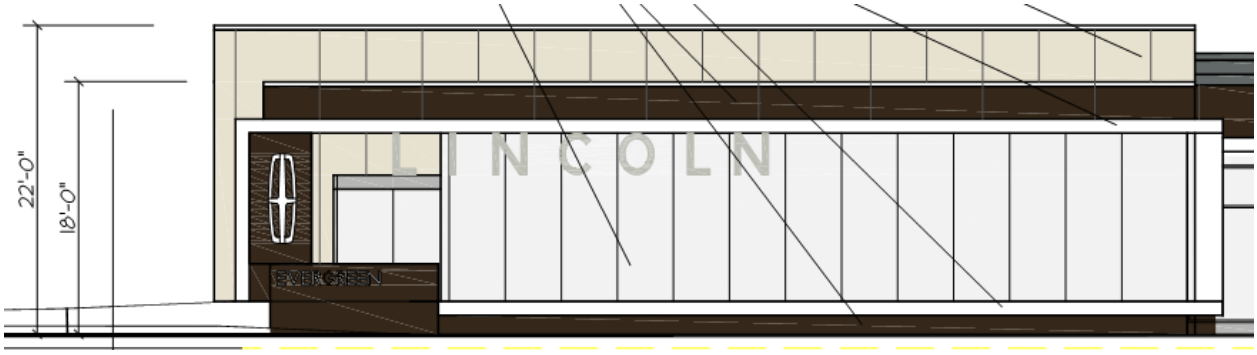
Applicant:
While the glass jewel box of the Lincoln design uses butt glazing at the face the strong vertical mullions show through the glazing façade. The bezel head and sill , both which is 2'-0" deep provides a strong horizontal shadow line on the northwest elevation. On the northeast elevation (230th street) the window wall has been broken up into smaller sections and are recessed 8" to provide shadow.

Conclusion:
The use of vertical definition with the windows is an appropriate means to comply with the NW Revival style and will be further implemented through building permit review.

iii. Scale: The minimum ground floor height is 20 ft., but portions of the ground floor are only 18 ft. in height.

Staff:
To better define the base of the building, the ground floor shall be 20 ft. for commercial buildings. Though the main body of the Lincoln Dealership massing complies with the 20 ft. ground floor height requirement; the "jewel box" has a lower height of 18 ft. Because the structure itself is a single story, the definition of the base is focused entirely on the

ground floor. For this reason, although the "jewel box" portion is slightly lower than the required 20 ft, staff has interpreted the scale of the Lincoln Dealership to be substantially compliant with the scale standards of NW Revival, acknowledging that the potential for certain projections (e.g., bay windows) may be appropriate with other projects in the future and these elements may not attain the full 20 ft. height.



Lincoln storefront design featuring ground floor "jewel box" 18 ft. in height

N/A	COMPLIES	COMPLIES W/ CONDITIONS	NOT COMPLY	**Appropriate**
☐	☒	☐	☐	a. Buildings up to seven (7) stories in height or maximum allowed
☒	☐	☐	☐	b. Ground floor minimum twelve (12) foot floor-to-floor height for residential buildings
☐	☒	☐	☐	c. Ground floor minimum twenty (20) foot floor-to-floor height for mixed use or commercial buildings

Architecture and Urban Design Manual checklist excerpt showing substantial compliance

Applicant:
This is a Franchise requirement of Ford/Lincoln. Approximately 20% of the Lincoln portion of the project does not meet these criteria. The remaining 80% meets these criteria.

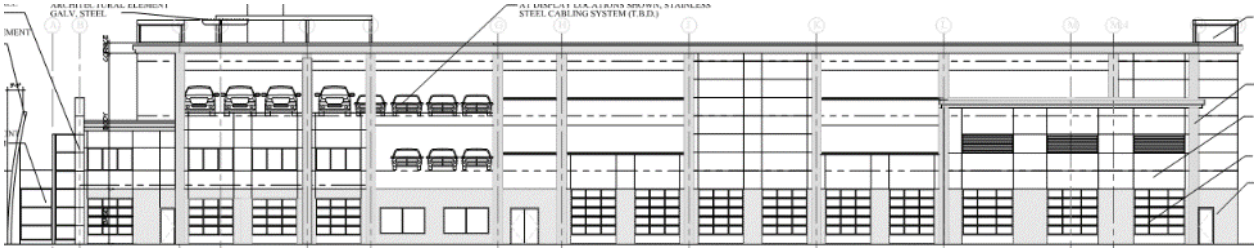
Conclusion:
The relatively small area of the "jewel box" is substantially compliant with the 20 ft ground floor height requirement.

2. Garage Design

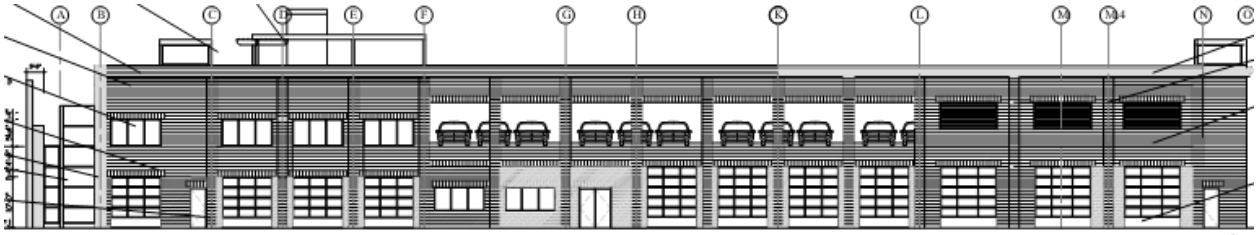
a. Vertical Emphasis and Materials: The Commission requested design changes to the parking and service facility to better express verticality and to address the use of concrete as a primary wall material.

Staff:
The applicant has added additional vertical columns consistently along the parking structure facades to emphasize verticality. The primary wall material has been changed from concrete to a

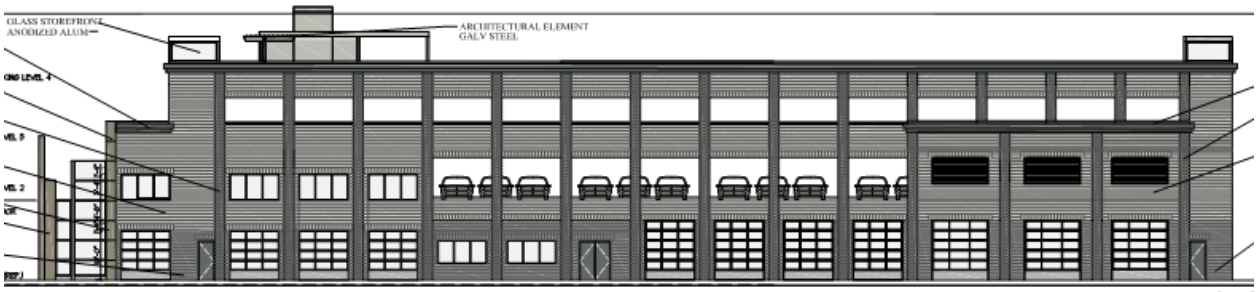
glazed masonry material, see Section 1a above. Staff considers the material to appropriately express a heavy masonry character and to be a modern version of terracotta. The addition of vertical columns and the changed materials increase the NW Revival character of the building.



Initial design of parking garage structure, featuring openings with cars visible



Revised design of parking garage structure, Phase One



Revised design of parking garage structure, Phase Two

See images of glazed masonry samples in Section 1a above.

Applicant:
The project has been redesigned from a concrete structure to a steel structure with the glazed masonry building skin. This meets the intent and requirements of the Northwest Revival style.

Conclusion:
The design revisions made by the applicant make the overall design more consistent with the Northwest Revival style.

b. Screening of Parking and Rooftop

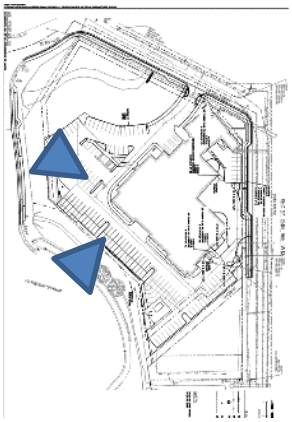
How will the parking structure be screened? How will the roof be screened? Are the parts to be screened the most visually prominent, i.e., the lower-level openings where cars are visible? Will

screening (by trellis and/or plantings) extend around the entire perimeter of the roof? Provide more information about the rooftop design.

Staff:
Typically details on trellis and landscape design for rooftop parking lots are reviewed in more detail with construction permits. Based on the current level of information provided, the proposal complies with the minimum rooftop screening requirements of 10.5. The applicant has provided information on screening and trellis design in the response below to address Commissioner comments.

Display areas of the parking garage will not be screened in order to allow the merchandise to be fully visible. These are located on the second level and are visible from the I-90 off ramp, E. Lake Sammamish Parkway, and SE 66th Street.

Parking garage display areas (yellow)



View locations of display vehicles (blue triangles)

Applicant:
As noted in other locations of this report, Display areas are not counted as parking. The display areas located in the structured parking therefore are not required to be screened. We have used stainless steel cabling at these areas.
Further open-air parking structures have a required minimum open wall area per the IBC. The

open display portions on the 116’ and 128’ levels are used as part of this code requirement

The roof level is screened on all sides with a 4’ tall parapet per the CIP. The Lower structured parking levels (116’ and 128’) are screened with a 3’-6” tall glazed masonry face.

The structured parking portion of the project meets the requirements of the Northwest revival style for tri-prate composition, recessed openings and windows, the color scheme meets the requirements of natural context.

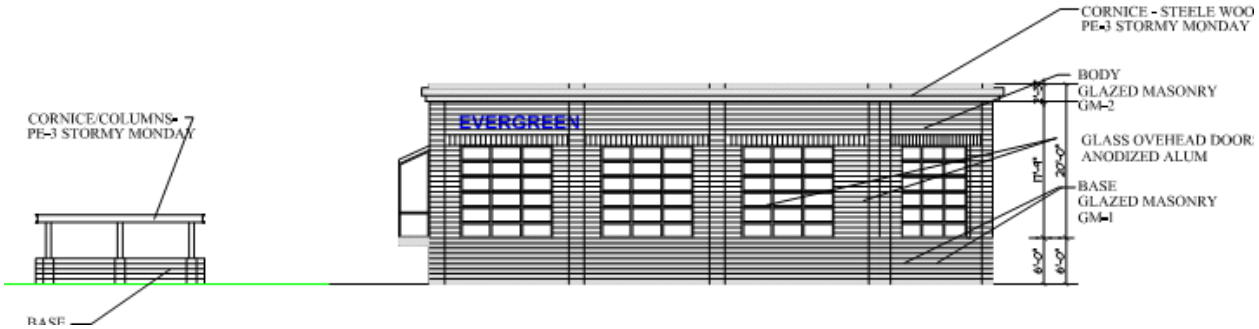
Rooftop Interior
Planter boxes for landscape are provided at the roof top level. The design concept for the planters will be 18” deep on legs 12 to 18” high and planted with a combination of low height perennial shrubs and potentially some annuals. The use of some of the planter boxes as “pea patch” plantings for employees has been discussed. Drip irrigation will be provided to these areas. In phase two the planters will be relocated from the 128’-0” level to the new rooftop 140’-0” level.

Conclusion:
The proposal meets CIDDS minimum requirements for rooftop screening and an opaque wall screens the parking areas from view. Areas dedicated to displaying vehicles on upper levels will not be screened.

3. Pavilion Use and Design

How will the pavilion be used, and how can the public interact with the building? Will there be parking available, or a pedestrian walkway around the pavilion? The build-to-line for the pavilion has a frontage requirement of 76 feet, which is greater than the 60 feet shown. How will the building need to be reconfigured in order to meet the additional required 16 feet of frontage?

Staff:
Building frontage requirements apply to the portion of the building along the property line abutting E. Lake Sammamish Parkway. Per CIDDS Chapter 11.3.G, the building must fill at least 60% of the frontage. There is a deficit of 16 feet of building frontage, which the applicant has filled with an architectural feature – a 16 foot long trellis. This architectural feature meets the requirements of CIDDS Chapter 11.3.G; therefore, Proposed SDP Condition 13 is no longer required.



Proposed trellis (left) and pavilion (right)

Location of trellis (yellow) near pavilion

The applicant has updated the pavilion's wall material to be comprised of the same glazed masonry material used to clad the parking garage. The revision to wall materials meets the requirement of Proposed SDP Condition 17, so this condition is no longer necessary.

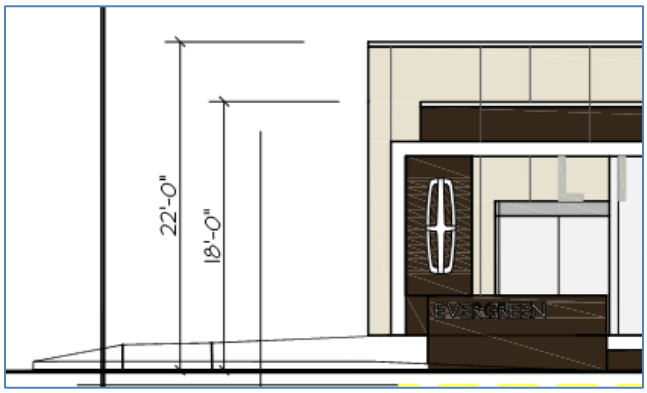
Applicant:
No additional comments, the pavilion complies with the CIP

Conclusion: The applicant has provided a description of the how the pavilion will be used, has added alternative frontage consistent with CIDDS requirements, and the change in materials brings the pavilion into compliance with the Design Manual. Delete proposed SDP conditions #13 and 17.

4. Natural Context Area

i. **Building Edges | Entries:** The entry to the Lincoln dealership is not at-grade.

Staff:
The applicant has revised its entry design to include a mounded sidewalk, which places the entry at ground level. This design element is now consistent with the Natural Context standards.



Revised entry design showing mounded sidewalk at Lincoln Dealership storefront

Applicant:
The site at the entry has been redesigned to eliminate stairs at the Lincoln entry and comply with the CIP.

Conclusion:
The revision of the sidewalk grade allows the Lincoln entry to be directly accessible from the sidewalk. This design element is now in compliance.

ii. Compliance with natural interface

There is a concern that buildings should create a natural interface with surrounding environment and appear harmonious from surrounding areas. How does the project interface with critical areas, especially given its designation in the Natural Context zone and given the reduced buffer and presence of cars adjacent to the critical area? Can cars extend into the buffer zone, or is a barrier such as a curb or fence required? Provide further information showing how the method used to prevent vehicle overhang into the buffer. Also, do the proposed materials meet the expectations of the Natural Context zone? Should there be wood?

Staff:

The project is designed to minimize environmental impacts by separating the parking lot from the buffer area with the merchandise display. Although the merchandise display area does place cars along the buffer, impacts of these vehicles will be less than those of an active parking lot. For example, the storage of new cars has a lower likelihood of leaking oil or fluids, and the infrequent movement of the display vehicles will minimize potential impacts from exhaust emissions or motor noise. Also, the display of cars is more akin to a retail space for use by customers, where more leisurely engagement with and appreciation of the surrounding area might occur.

As requested by the Commission, a new condition will be added requiring that devices be installed at the edge of the display area to prevent vehicles from overhanging into the buffer; see Conclusion below for proposed language.

Additional means to promote harmony between the project and the surrounding natural areas include maintaining views and vistas to the natural area, adhering to impervious surface standards, and enhanced water quality standards for stormwater runoff, and enhancing the site's landscaping within the buffer and other onside landscaping.

As for the materials of buildings in the Natural Context zone, this is somewhat of a challenge

when combined with NW Revival; see below. The common expectation is that the Natural Context zone will use wood but that is an "inappropriate" material in the NW Revival style. Appropriate materials in the Natural Context zone are "…natural materials with natural finishes that age well over time…", not specifically wood. This seems to include materials such as the limestone proposed for the main building and glazed masonry material proposed for the exterior of the parking garage structure and pavilion.

Natural Context, UD.1.1.1 states:

Appropriate

a. Building facade materials composed of natural materials with natural finishes that age well over time.

b. Ample building openings—doors and windows oriented toward natural areas and open spaces, to blur the transition between outdoor and indoor spaces along natural areas

c. Limited use of and fully shielded external lighting

Inappropriate

d. Building activities and design that close off the building from the natural area, such as utility rooms, storage, and solid walls with lack of windows and doors

NW Revival, Materials | Walls, A1.6.3.1 states:

Appropriate

a. Maximum three cladding types—one primary material, two secondary materials

b. Primary cladding material (50% or more): brick, white terracotta, smooth finish limestone (including marble and travertine)

c. Secondary cladding materials (less than 30%): concrete, basalt, granite, rough finish stone, and primary materials listed above

d. Stringcourse(s)—horizontal band of material projecting beyond or flush with face of building—to define tripartite parts or individual floor level. Stringcourse may be a secondary masonry material or same as the primary

Inappropriate

e. Concrete block (CMU) visible on exterior

f. Cementitious panels

g. Wood cladding or details (on main building)

h. Metal panels (on main building)

i. Tile

Additionally, under Building Edges, Setbacks and Step Backs | Natural Areas, UD.2.3.2.3, the following is listed:

Appropriate:

a. All native plant material landscape transitions … that foster a graceful transition between the built and natural environments […]

d. Public access – walkways between regulated creek or wetland open space and the building frontage

Inappropriate:

e. Driveways, parking, loading, or storage areas between buildings and open spaces

f. Parking lots abutting natural areas

g. Parking structures and building service areas oriented to natural areas

The site plan specifically avoided parking lots near the creek and rather puts display space adjacent, along with walkways and building entrances.

Applicant:

On the project, harmony is required under the natural context in materials and colors, which the project complies

A key requirement of harmony in the CIP as used talks about relationship to adjacent facilities, since the site is isolated harmony is achieved through materials and plantings.
The parking and display areas are small spaces and areas broken up by landscape zones which reduces the impact of the parking/display areas. The landscape materials continue the buffer materials for the most part of provide that harmonious continuity.
The buffer is defined as an isolated area (and human use off limits area.) so, for the customer and pedestrians in the display area there is the relief of looking into the buffer and watching the natural areas.
Wheel stops at the display areas will be added.

Conclusion:

Staff proposes the following new condition to emphasize and protect the Natural Area:

NEW Condition 32: Devices such as wheel stops shall be installed at the edge of the display areas adjacent to the stream buffer to ensure that vehicles do not overhang into the buffer area. This condition must be shown on the applicant's Site Work permit.

5. Lighting

Provide more information about the proposed lighting plan. How will the applicant prevent light spillover into surrounding areas?

Staff:
Lighting is typically reviewed with construction permits. The City's lighting consultant performed a preliminary lighting review to determine what the maximum levels of lighting could be for a car dealership based on Central Issaquah standards and whether the applicant's approach would be able to meet the strict lighting requirements of development near the critical area buffer, which is 0.3 fc (footcandles) of spill into the critical areas. The design of the light lens as well as additional shields can be used to meet the critical area requirements. With construction permit documents, staff will review lighting plans to ensure fixtures will not be directed toward Interstate 90 and to keep light spill out of the ditch. Additionally, a heavily vegetated WSDOT right of way will partially obscure the dealership from view. See additional analysis of views in section 10 below.

Applicant:
Exterior Lighting design is underway. The correct selection (BUG) and type of LED lighting will be used to develop photometrics to ensure that there is no lighting spill into the Buffer area. All exterior lighting is on both photometric control and dimming based on the hours of operation to reduce the amount of exterior lighting generated. Final Approval of the building permit should be conditioned on approval of th proposed site photometrics.

Conclusion:
Exterior lighting will be reviewed in more detail with construction permits; however, preliminary review of the applicant's lighting approach shows lighting impacts can be prevented to critical areas and to offsite areas, including Interstate 90.

6. Tree Retention and Density

Can the project meet tree retention requirements on-site? If not, how will mitigation requirements be met? Does the City tree fund pay for maintenance of trees, or just their planting? How is the tree fund managed?

Staff:

Per CIDDS 10.10 a site must have a minimum tree density, which is defined as having 4 significant trees per 5,000 sf of site area. Staff applied the minimum tree density standards to this site and determined that, at a rate of 4 significant trees per 5,000 sf, the required minimum density of retained and/or replanted trees is 112 significant trees.

139,186 sf ÷ 5,000sf x 4 trees = 111 significant trees[1]

The applicant is not proposing to retain any of the onsite significant trees. Per CIDDS 10.14, one replacement tree is required for every 6 inches of caliper removed if remaining tree density is below the minimum requirements. All replacement trees shall be a minimum of 2 inch caliper for deciduous trees or the equivalent for evergreen trees. Therefore, the minimum caliper inches to be retained can be calculated as follows:

111 significant trees x 6 caliper inches per significant tree = 666 minimum caliper inches

666 caliper inches ÷ 2" minimum caliper size = 333 replacement trees at 2" caliper

The arborist's tree plan does not corroborate these calculations. The applicant's Tree Plan cites the standards in the IMC, not the Central Issaquah Design and Development Standards. The correct methodology for calculating tree density is shown above.

The applicant has asked whether trees planted offsite in the adjacent ditch may be counted toward their tree density and tree replacement requirements. The Director has agreed that trees planted in the offsite area along the ditch may be counted toward the site's tree density and tree replacement as long as the trees are a minimum of 2" caliper. Street trees and trees planted within the N. Fork buffer cannot count toward tree replacement or tree density.

If it is not feasible for the applicant to preserve or replace all the trees on the site, or in a nearby or otherwise approved offsite location, then CIDDS 10.14.C requires the applicant to pay "an amount of money approximating the current market value of the replacement trees and the labor to install them" into the City Tree Fund. Although not specified in CIDDS, the City's Tree Fund is administered by the Finance Department.

Monies added to the Tree Fund can be used for the tree itself and for tree installation, but the Central Issaquah standards do not have provisions requiring the Tree Fund contribution to include maintenance of the trees. In conjunction with the Parks Department, DSD has calculated the cost and installation of a tree to currently be $650.

[1] *139,186 sf ÷ 5,000sf x 4 trees = 111.35, rounded down to 111*

There are two draft SDP Conditions addressing the applicant's tree replacement program, SDP Conditions 9 and 10. Condition 9 clarifies the required method of measuring the diameter of trees, and Condition 10 addresses the calculation of required replacement trees. Staff proposes revising Condition 10 to more clearly state the required number of replacement trees. See Conclusion.

Applicant:

Per the tree study, all tress will be removed from the site, many are damages, in weaken states. When possible, replacements will made on site. See the Landscape drawings for specific requirements and mitigation results. However, we believe that some of the replacement trees planted on site should be counted a part of the replacement trees specifically along the south side of the property. The final Landscape drawings will be revised to reflect the mitigation along the ditch and possible increases in on site tree planting.

Conclusion:

Staff proposes replacing SDP Condition 10 with the following text:

Revised SDP Condition 10: *Consistent with minimum tree density standards in CIDDS 10.10, the applicant shall plant 666 inches of tree caliper on site or in an approved offsite location, or else make a payment into the tree fund in lieu of providing replacement trees. If the trees are planted at the minimum of 2" caliper that would equal 333 trees though larger caliper trees may be used.*

7. Stream Buffer Reduction Impacts and Mitigation at the North Fork of Issaquah Creek

a. Stream Buffer Reduction

Provide more detail on how the criteria for reducing the critical areas buffer by 25% have been met by the project. Why does the project pursue an approach based on buffer reduction rather than averaging? How does the project address the code requirement that altered streams should have complete buffers, and that buffers should be enlarged? Provide minutes from the Rivers and Streams Board meeting where the buffer reduction and landscape plan were discussed. How did the Board review the planting plan? Did they review for adherence to City code?

Staff

As a Class 2 salmonid-bearing stream, the North Fork Issaquah Creek requires a 100 foot buffer per IMC 18.10.785.C. The applicant has proposed to use the 25% buffer reduction allowed by IMC 18.10.790 and proposes a 75 foot buffer with buffer vegetation enhancement. They have stated that the buffer reduction is necessary for them to achieve their required development program.

The purpose and intent of the Critical Areas Regulations seek to protect sensitive environmental areas while also upholding individual rights. Specifically, the purpose as defined in IMC 18.10.340 is:

> *[T]o identify environmentally critical areas and to supplement the development requirements contained in the various use classifications in the Issaquah Municipal Code by providing for additional controls without violating any citizen's constitutional rights.*

And the intent in IMC 18.10.350 is:

> [T]o balance the community vision which includes:
> a. Environmental protection and preservation;
> b. Diversified economic growth which has been planned and which is compatible with the vision of the community; and
> c. Overall improvement of the quality of life for the residents of Issaquah.
> The City shall implement this vision through directing appropriate development to areas of the City in which the development will have the least adverse impact to the environment. High impact land use shall be located in areas that will have the least detrimental adverse effect to environmentally critical areas. In areas that development may have a substantial risk to potentially, adversely impact environmentally critical areas, only low impact land use shall be permitted.

The application of IMC 18.10.790.D, Reducing Stream Buffers Requirements, includes the following important provisions:

a. Stream buffer reduction provisions in this section (18.10.790.D) ***may be used separately or together***; provided, that the cumulative, total stream buffer reduction shall not exceed twenty-five (25) percent of the required stream buffer area or encroach into the buffer at any location by more than twenty-five (25) percent of the standard stream buffer width, per IMC 18.10.785(C) *[emphasis added]*

b. […]

c. Stream Buffer Reduction for Class 1 and Class 2 Streams with Salmonids: Prior to the City's approval of a stream buffer reduction, an applicant shall first demonstrate the proposed site plan avoids and minimizes the amount of buffer reduction, consistent with IMC 18.10.490

d. Stream Buffer Reduction with Buffer Vegetation Enhancement:

i. Purpose: The standard stream buffer widths identified in IMC 18.10.785(C) may be reduced when enhancement of the existing stream buffer vegetation would demonstratively improve water quality and habitat functions.

ii. Applicability – Qualifying Stream Buffers: A stream buffer may qualify for a buffer reduction under this section when:

1. The stream buffer proposed to be enhanced/reduced meets all of the following characteristics:

    a. More than forty (40) percent of the buffer area is covered by nonnative and/or invasive plant species; or

    b. Tree and/or shrub vegetation cover less than twenty-five (25) percent of the buffer area; and

    c. The stream buffer has slopes of less than twenty-five (25) percent.

2. The proposed development incorporates performance standards to minimize the impacts of the proposed land use, consistent with IMC 18.10.660

IMC 18.10.660 Performance standards. [updated to reflect application to streams] states:

> Development on sites with a [stream or stream] buffer shall incorporate the following performance standards to minimize the impacts of the proposed land use, as applicable:
> A. Lights shall be directed away from the [stream]. Lighting levels shall meet the outdoor lighting standards for spillover into critical areas, per IMC 18.07.107.

B. Activities that generate noise shall be located away from the [stream], or noise impacts shall be minimized through design or insulation techniques.
C. Toxic runoff from new impervious surface area shall be directed away from [stream].
D. Treated stormwater runoff may be allowed into [stream] buffers. Channelized flow should be prevented.

E. Use of pesticides, insecticides and fertilizers within one hundred fifty (150) feet of [stream] boundary shall be limited and follow best management practices (BMPs).

F. The outer edge of the [stream] buffer shall be planted with dense vegetation and/or fencing to limit pet and human disturbance.

The applicant has revised its project design and mitigation plan in response to comments from the City's stream consultant and the Rivers and Streams Board to meet the performance standards listed above. The post-project conditions will be an improvement on the habitat currently present on the site. The site was extremely degraded prior to WSDOT's culvert work, with a former dog kennel immediately adjacent to the creek (see image below). The former creek alignment is in blue with the kennel to the left of the creek.

With WSDOT's creek reconstruction, only 30 ft of the buffer was replanted. A preliminary evaluation by the City's stream consultant concludes that shrubs and trees planted by WSDOT in this 30 ft swath meet City standards, but groundcover plantings are missing. The applicant has proposed to add additional ground cover in the WSDOT buffer.

A Critical Areas Study was required for this project and was submitted on April 8, 2019 and revised May 20, 2019.

With regards to questions raised related to buffer reduction vs. buffer averaging: a critical area buffer may be reduced or averaged but not both. The applicant has proposed a reduction.

In response to the question of why an "altered stream" could have a reduced buffer, though IMC 18.10.785.E states: "Any stream restored, relocated, replaced or enhanced because of alterations should have at least the minimum buffer required for the class of stream involved;" staff interprets the definition of "alterations" to exclude a stream such as this that was in poor condition (based on the definition below) and for which the work performed *improved* the stream i.e. removed buildings, invasive plants, and connected it to a fish passable culvert. Rather than an alteration, this was an enhancement, and therefore not subject to 18.10.785.E. As defined by IMC 18.10.390:

> *Alteration*: Any human-induced action which adversely impacts the existing condition of a critical area. Alterations include, but are not limited to, grading; filling; dredging;

draining; channeling; cutting, pruning, limbing or topping, clearing, relocating or removing vegetation; applying herbicides or pesticides or any hazardous or toxic substance; discharging pollutants (excluding treated storm water); grazing domestic animals; paving (including construction and application of gravel); modifying for surface water management purposes; or any other human activity that adversely impacts the existing vegetation, hydrology, wildlife or wildlife habitat. Alteration does not include walking, passive recreation, fishing or other similar activities.

Enhancement: Actions performed to increase the functions and values of a stream, wetland or other areas.

The Rivers & Streams Board minutes were inadvertently left off the last packet but are attached to this memo as Attachment 2. The Board asked to review a more evolved form of the planting plan, which took place June 4, 2019; these minutes are also attached as Attachment 3. The Rivers & Stream Board relied on staff and their consultants to review the project for code compliance. They did not propose a motion to approve or deny the buffer reduction, but they did provide comments on some specific plan choices and agreed project could move forward.

Applicant:
Per IMC 18.10.490. as part of our site analysis we started with the 100' buffer, however given the program requirements for site circulation, building size and the requirements for customer and display parking the site did not meet all the required program elements. As a result, the option of using an enhanced buffer reducing the buffer to 75' was analyzed. Averaging did not increase the available site area of the project, given all the requirements noted above.
Car will not intrude into the buffer area, there is a curb and spilt rail fence as required at the edge of the buffer. Wheel stops will be added to insure the cars do not intrude into the buffer.
There is no public access to and through the buffer, that is not allowed by code. Public viewing and passive recreation can occur along ELSP and 66th Ave.
See staff conditions per WSDOT planting.
I'm not sure what mitigation being addressed early means as not work can occur prior to SDP approval and approval of the sitework permit. Based on the approval of the sitework1 permit we will determine if it is feasible to provide early mitigation plantings

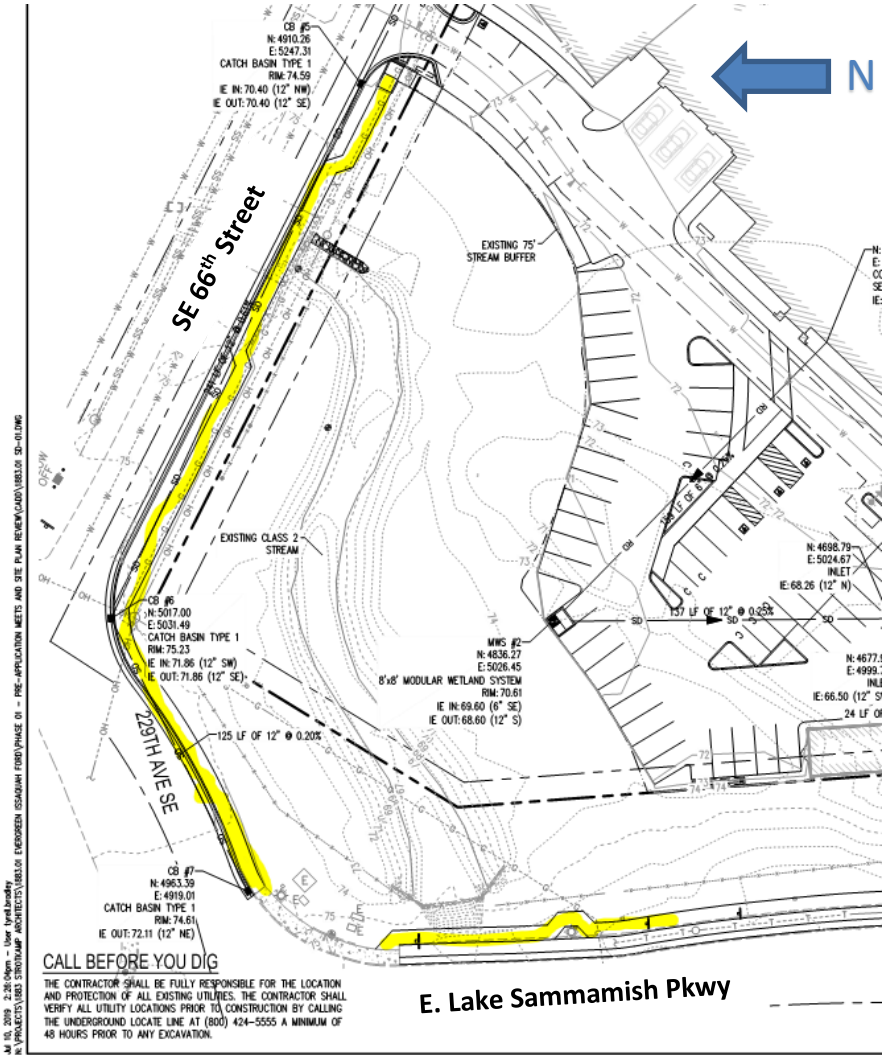
Conclusion:
Based on the analysis of the City's stream biologist peer reviewer, the proposal meets the criteria for a buffer reduction.

b. Buffer Impacts along Frontages

How will frontage improvements along E. Lake Sammamish Parkway impact the stream buffer and how will these impacts be mitigated?

Staff:
The applicant is required to make frontage improvements along E. Lake Sammamish Parkway to provide infrastructure for non-motorized users. Although the first 8 feet of these improvements can fit into the location of the existing sidewalk, an additional 6 feet is required to accommodate the entire width. The images below show the frontage along E. Lake Sammamish Parkway.

The applicant must also make frontage improvements along other rights of way that fall within the 75’ stream buffer. The extent of frontage improvements located within the buffer area are highlighted in the image below.



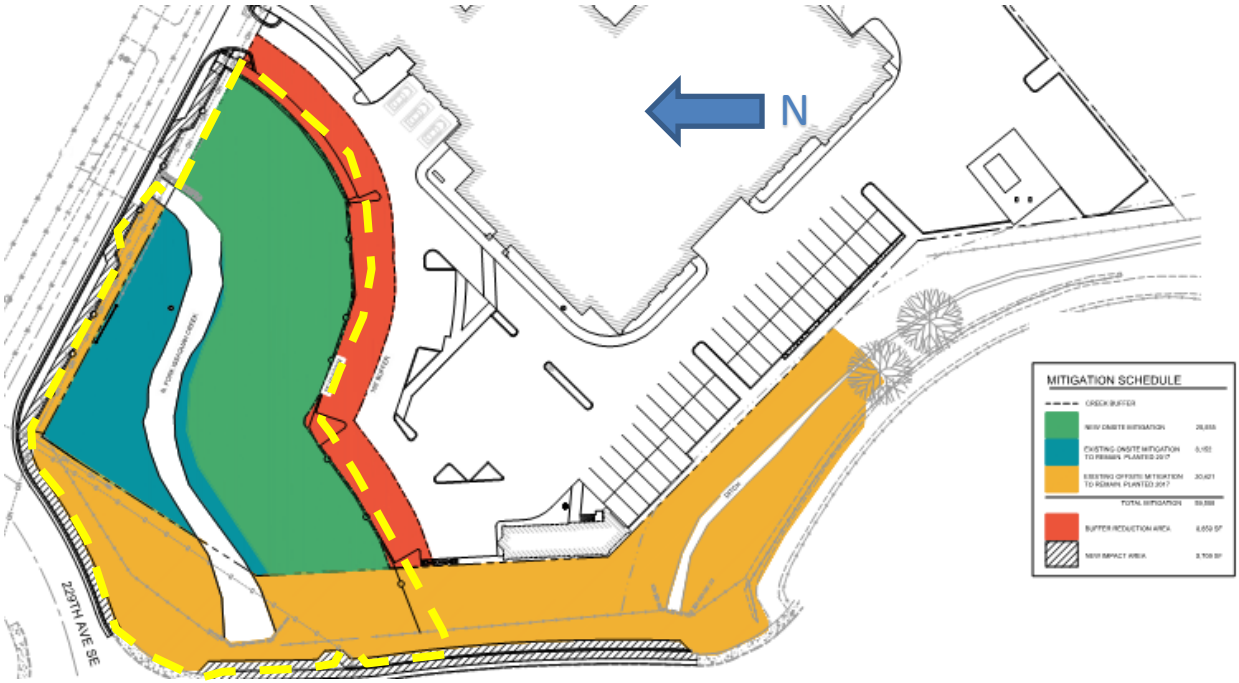
Frontage improvements within the reduced 75’ buffer of the N. Fork of Issaquah Creek.

Comments from the Muckleshoot Tribe raised concern that the intrusion of the frontage improvements in the buffer should be mitigated to prevent impacts to aquatic habitat. Staff has revised SEPA Condition 5 to mitigate for the buffer impacts in the offsite right of way area. See Conclusion.

Applicant:
The Stream buffer reduction stops at the property line. Hence the buffer on WSDOT’s ROW is not part of the buffer reduction. The sidewalk rework amounts to an additional 2’-0” in paved width (existing 9’-0” width changes to 6’-0” and 5’-0”).

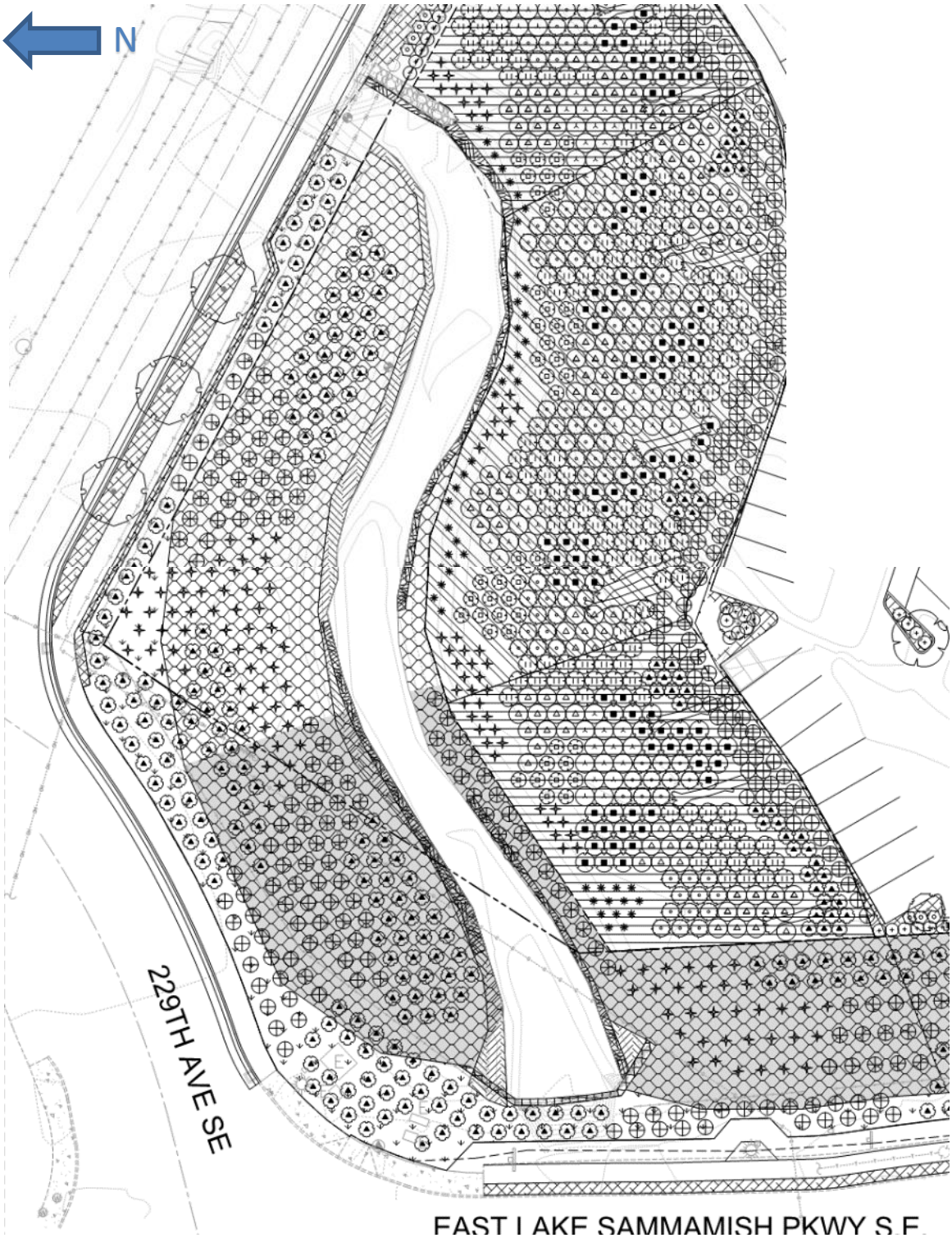
Conclusion:
The buffer impacts caused by the frontage improvements along of the E. Lake Sammamish Parkway are mitigated through SEPA Condition 5:

SEPA Condition 5:
To mitigate impacts associated with offsite frontage improvements within the N. Fork of Issaquah Creek buffer, all onsite and offsite buffer areas within 75'feet of the ordinary high water mark shall be mitigated with enhancements, e.g. adding large woody debris, trees, shrubs, and groundcover, spawning gravel, upsized trees, etc. These areas include both sides of the onsite stream buffer, as well as the portions planted by WSDOT offsite.



The area described in the SEPA condition is approximately shown in the yellow dashed area of the image above.

The Applicant's landscape plans do show tree, shrub, and groundcover plantings in all areas of the 75' buffer, including on both sides of the stream and in the offsite WSDOT areas. See images below.



Planting plans showing shrubs, trees, and groundcover in entire 75' buffer area.

c. Buffer Mitigation Plantings

Provide more information about how the planting plan will address enhancement requirements. Provide more information about the condition of the 2-year-old WSDOT planting area in the buffer. There is a concern that mitigation should be addressed early, rather than being pushed to the permitting phase of the project, both for environmental protection and transparency to the public.

Staff:
An important element to the buffer reduction is the requirement to provide enhancement of the existing stream buffer vegetation [that] would demonstratively improve water quality and habitat functions (IMC 18.10.790.D.4.a).

The City's stream consultant said in an initial evaluation that other than groundcover, it appears trees and shrubs planted by WSDOT in their limited buffer area meet the City's requirements. In response to this comment, the applicant revised its mitigation plan to add additional groundcover plantings, in addition to shrubs and trees, see landscape snippets above.

The City received a letter from the Muckleshoot Tribe with concerns that the reconstruction of the non-motorized facilities along E. Lake Sammamish Parkway could lead to additional buffer impacts in the WSDOT right of way. As noted in the section above, in response to these concerns, the City used its substantive authority under SEPA to require the entire buffer area to be enhanced.

As an alternative to the buffer reduction, the stream buffer could have been left at 100ft; however, this would have provided little improvement to an already degraded area, which even after WSDOT completed their enhancement work, was still not fully planted or restored. By allowing the reduction of the buffer there is an opportunity to require the applicant to provide a higher level of restorative plantings (e.g. upsizing plant size or density) and to apply other mitigation factors such as those in IMC 18.10.660, listed above. The applicant has stated that it will not be possible to install the plantings prior to construction due to conflicts with site grading and also due to shortages in plant stock.

Applicant:
Possible buffer plantings, if any cannot occur until after a sitework permit is issued. Since the project is scheduled for Spring 2021 completion plantings. Note the buffer reduction is only for the east side of the creek not both sides.

Conclusion:
Staff does not agree with the Applicant's statement that the buffer reduction is only for the east side of the creek. The buffer reduction applies to the entire stream buffer.

Through SEPA, staff required the entire buffer area to be enhanced, see SEPA Condition 5 above.

d. Public Access

Provide more information about public access to and through the buffer.

Staff: SEPA Condition 3 discourages the uncontrolled intrusion of humans into the stream mitigation area, while ensuring that it can still be used for passive recreation consistent with the

purpose of the stream buffer and general benefit to the public. Though we would not expect this level of detail at the land use phase, staff will review construction documents for compliance with IMC 18.10.660, which includes performance standards for protecting stream buffers from intrusion by people and pets.

Applicant:
No additional comments

Conclusion: As conditioned by SEPA Condition 3 below, and as to be further reviewed for compliance with IMC 18.10.660 with construction permits, the applicant has met the requirements for preventing public intrusion to the sensitive area, while also providing opportunities for passive enjoyment through signage and adjacent sidewalks outside the buffer.

SEPA Condition 3*: The purpose and intent of the following condition is to discourage the uncontrolled intrusion of humans into the stream mitigation area, provide a passive recreation opportunity and to ensure long-term protection. The following information and improvements shall be provided:*

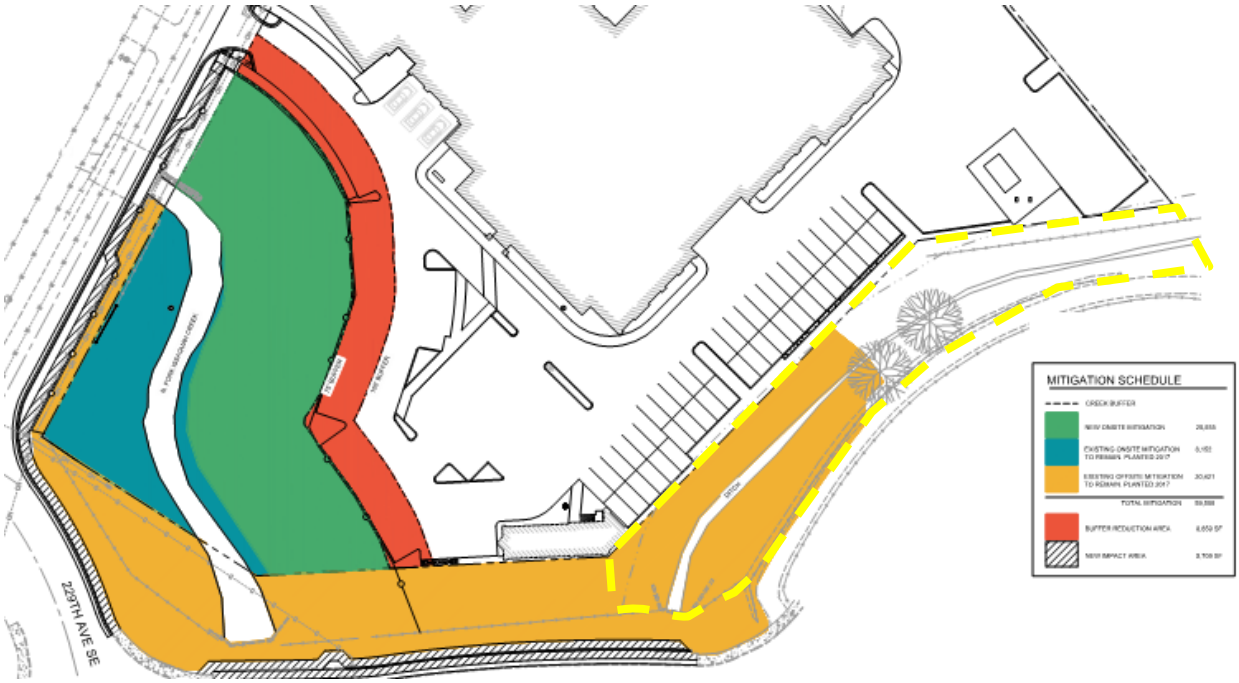
a. A minimum of two (2) interpretive signs shall be installed and maintained as part of the stream buffer establishment. These signs shall indicate the stream buffer boundaries, the role the North Fork of Issaquah Creek plays in the ecosystem and restrictions related to the use of the stream mitigation area.

b. The stream and buffer shall be encumbered by a public open space, conservation easement granted to the City of Issaquah, or other open space protection mechanism. The easement shall state that any uses within the easement shall be as approved by the Development Services Director. The uses shall be consistent with the stream buffer purposes and the general benefit to the public. Evidence that the easement or open space protection mechanism has been recorded will be required prior to the issuance of a certificate of occupancy.

8. Impacts to Wildlife

How will the project address wildlife corridors? Provide more information on the jurisdiction of the unnamed North Fork tributary (presumably on-site) and clarify its Department of Fish and Wildlife status.

Staff:
The tributary mentioned above is a drainage ditch located entirely off the property in the WSDOT right of way. The ditch is regulated as a ditch rather than a stream and no buffers are required by IMC 18.10.785. Still, the City was made aware by members of the public and by WDFW that the ditch is been shown to contain juvenile salmonids and other wildlife. In order to protect the wildlife in this unregulated ditch, the City has used its substantive authority under SEPA to require the applicant to add buffer-type plantings along both sides of the ditch in the WSDOT right of way. The area outlined by dashed marks in the map below shows the area the applicant will be required to plant to buffer standards. This area extends beyond the area currently proposed by the applicant for buffer plantings. A revised SEPA condition will require this (see Conclusion below).



In order to protect wildlife in the offsite unregulated ditch, the area inside the dashed outline will be required to meet the City's minimum buffer planting standard.

The applicant has also designed its storm water system to detain and treat water before it is released through a dispersion trench on their property toward the drainage ditch. The distance of the dispersion trench from centerline of the ditch is 25 feet, which according to Karen Walters of the Muckleshoot Tribe is a suitable distance to prevent scouring or erosion during high discharge times. The storm water system also includes enhanced treatment in simulated wetlands (rain gardens) that will further improve the water quality prior to its release into the ditch.

Applicant:
Extending the mitigation to the East property line is accepted, however, the planting area must be limited on the south side of the ditch to terminate at the existing WSDOT retaining wall. The fence and paved path at the top of the wall do not provide planting area. This work also must be conditioned based on reaching agreement with WSDOT to allow the work in their ROW (a ROW permit from WSDOT will be required.

Conclusion:

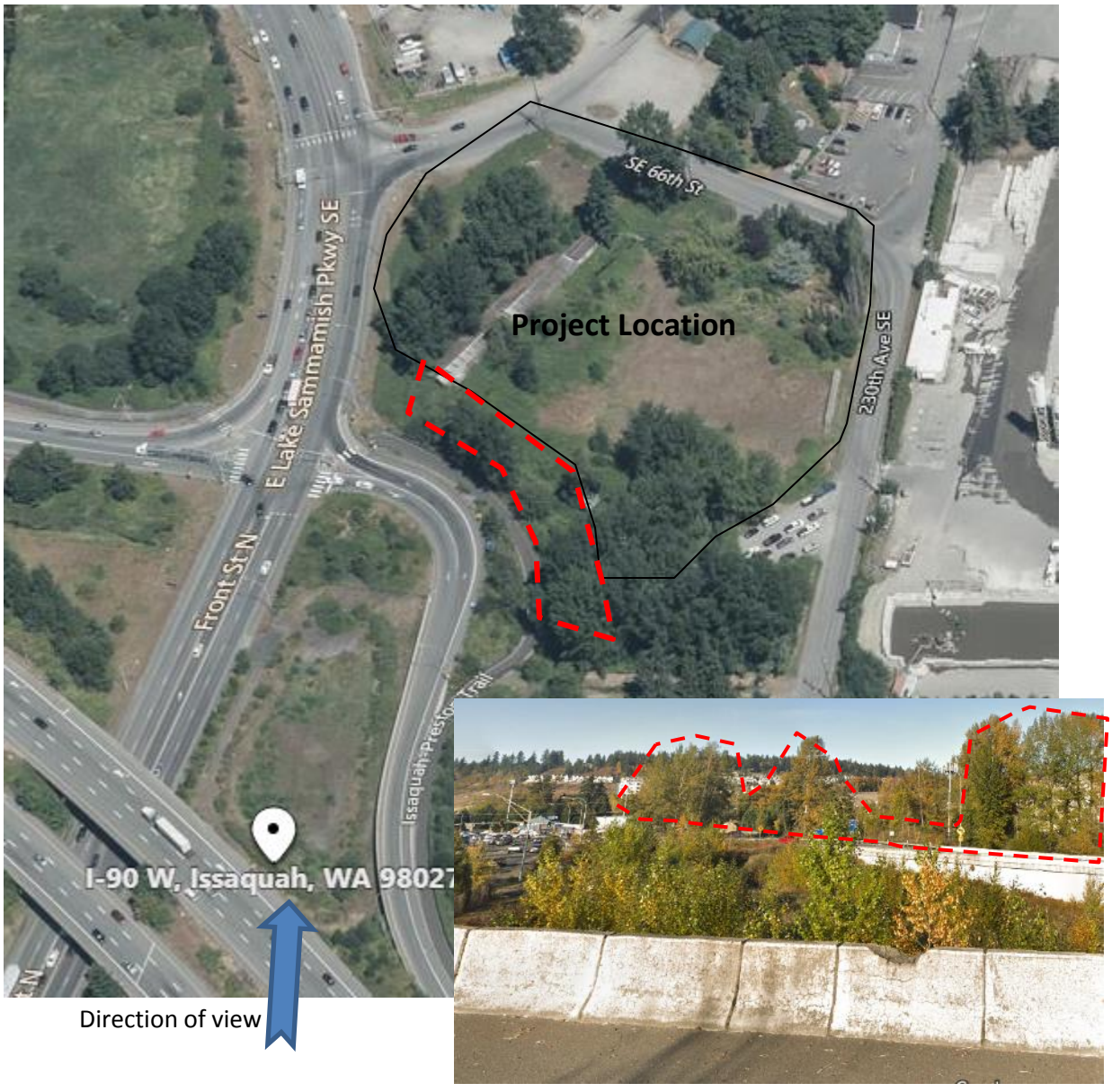
As conditioned by SEPA, the additional buffer plantings and storm water design will contribute to the protection of wildlife in the offsite drainage ditch.

Revised SEPA Condition 1:
In order to protect aquatic habitat in the unnamed drainage ditch running through the adjacent WSDOT right of way south of the project site, the applicant shall ensure this area is planted according to King County Critical Areas Mitigation Guidelines. This requirement applies in the WSDOT right of way area adjacent to the I-90 offramp and E. Lake Sammamish Parkway to both sides of the ditch along the south/southwest edge of the property extending eastward to SE 66th Place and westward to the southwest property corner near the pavilion building.

9. View Impacts

How does view analysis factor into SEPA review? What is the visibility of the project from I-90?

Staff:
CIDDS 11.2.G requires that developments preserve views of the forested hillsides of Tiger, Squak, and Cougar Mountains, Sammamish Plateau, and Mount Rainier from public spaces, including circulation facilities. The staff report analysis states that this project preserves views along the axes of existing circulation facilities, as well as adding a new private internal street which will likely have a view of Squak Mountain. The SEPA checklist also states that no views in the immediate vicinity of the project site would be altered or obstructed.



Views of the site itself from Interstate 90 would be partially obscured by existing landscaping in the WSDOT right of way, as shown on the graphic above.

Views of the project site from Interstate 90 will be screened by existing vegetation in the WSDOT right of way (see red dashed outlined area above and right). The image on the bottom right shows the view of the site looking north from I-90 from the approximate viewpoint of the blue arrow. The site will be very visible from the I-90 off ramp until vegetation grows in on the site or along the ditch; however, plantings both onsite and in the offsite areas adjacent to the ditch will be added during construction and though small, they will provide immediate softening of views of the site.

Applicant:
The project complies with the height allowed in the IC zone of 48'. The project will be visible from I-90. The CIP mandates specific view corridors to be considered on projects. There are no listed view corridors affected by this project.

Conclusion:
The project meets the view requirements in CIDDS. Views from I-90 will be screened by existing and proposed vegetation. Staff do not anticipate significant view impacts from this project.

10. Sustainability

Development Commissioners and the public asked what the applicant was doing to meet the Central Issaquah Plan standards requiring sustainability elements to be included in every project.

Staff:
DSD staff has indicated to the applicant that meeting code minimums, even if applicable to sustainability objectives, does not in and of itself meet the intent of the Central Issaquah Plan. Based on its *Sustainable Building Action Strategy* the Office of Sustainability has asked for the project to meet the LEED Gold standard. The applicant will not be required to obtain certification. As an alternative, the applicant may work with the Office of Sustainability and its consultant to evaluate and tally the project's green building strategies according to the LEED scorecard. Staff, the applicant, and the Office of Sustainability are already working together on trying to better understand how the project will meet LEED Gold. The applicant has worked with the City's sustainability consultant to complete a draft LEED Scorecard (see Attachment 5), and it appears the project can comfortably meet the LEED Silver standard and is close to meeting LEED Gold (they show 59 points out of a required 60 points to meet LEED Gold). Certain site and project constraints make it difficult to earn certain categories of points. However, additional design refinement from the applicant and examination of alternative means of reaching sustainability goals by the City can likely result in the project meeting LEED Gold. As is typical while working toward meeting LEED standards, a project in this stage would be evaluating conceptually how to meet the requirements. Furthermore, it is typical for the project to be further reviewed during construction permit review to confirm implementation of the concept. The City has relied on its consultant to peer-review the Applicant's evaluation and the description and condition provided here is based on the City's consultant's review.

Applicant:
As agreed to with the city, we are designing the project with the goal of achieving points, evaluated through peer review that would hopefully meet the threshold for LEED 4.0 gold standards. As noted

by staff because of conditions of site location and constraint on the site this may be difficult to accomplish. While every effort will be made to achieve this level of sustainability, there are limitations based on economics and potential future payback and return on the investment.

Conclusion:
The City and the Applicant have agreed to work together to find ways to add green building strategies to the project. To that end, the applicant has agreed to work with the City's Office of Sustainability and its consultant toward a goal of meeting LEED Gold. Both parties acknowledge it may be difficult for this project to achieve many of the available LEED points due to its location, size, and land use. However, the applicant and the City's sustainability consultant have worked together to complete a draft LEED Scorecard achieving 59 points sufficient points are achievable to obtain LEED Gold. See proposed condition below.

> ***New Condition 33*****:** A*s designed, the project proposes strategies that would add up to a LEED Silver equivalency rating. The applicant shall continue to refine its design and work with the Office of Sustainability and its consultant to add as many additional LEED qualified building strategies as possible and practical, with the goal of reaching a LEED Gold equivalency rating. No formal certification is required. The reasonable cost of the City's consultant will be paid by the applicant. The applicant commits to making a good faith effort to apply as many strategies as possible and the City of Issaquah's Office of Sustainability commits to considering a range of equivalent compliance options to meet the intent of the LEED program. Prior to issuances of a Certificate of Occupancy, the applicant shall submit to the Office of Sustainability a final LEED report including a LEED scorecard achieving the equivalent of LEED Gold, or if LEED Gold cannot be achieved, a detailed description of why this was not possible.*

11. Engineering Items

a. Sammamish Plateau Water Concerns

SPWD raised concerns the proposed storm water design may be insufficient to protect the CARA. What is the status of a response to the letter from SPWD?

Staff:
SPWD submitted a letter indicating that insufficient information was provided to review the proposed infiltration storm water management plan. If the applicant were to provide a storm water quality and detention facility discharging to surface water, SPWD would support the storm water management plan. The applicant has withdrawn the proposal to infiltrate and will provide a detention facility to manage the onsite stormwater in addition to the proposed water quality facilities.

The SDP19-00001 staff report included language discussing specific requirements for stormwater infiltration systems (see *Storm* discussion beginning on page 49). Because the redesigned system no longer includes infiltration, this discussion is no longer relevant and should be considered moot (see Applicant response below regarding storm water management):

Applicant:
Design of stormwater management plan has been redesigned for detention and controlled release. This new plan has been submitted as part of the Revised SDP

Conclusion: The City and SPWD will review the specific details of the storm water plan, but the concept of detention rather than infiltration addresses SPWD and the City's concerns.

b. FEMA Floodplain Requirements:

Compliance with FEMA for development within the floodplain is required. How will this project meet the City's flood hazard prevention requirements if a map amendment is not completed before land use approval?

Staff: Applicant has agreed to prepare and submit a proposed Conditional Letter of Map Revision (CLOMR) requesting FEMA to remove the parcel from the 100yr floodplain based on the previous WSDOT stream relocation. The City Floodplain Manager (Robert York, PWE Engineering Manager) is required to approve and sign documents before submittal to FEMA. DSD and PWE storm/flood staff continue to work with the applicant to a complete CLOMR to FEMA for City signature.

Applicant: Per our analysis and request for information with WSDOT the initial CLOMR application to the city will be revised based on the original study. The scope of this evaluation as noted by staff is limited to the project parcel.

Conclusion: Conditions 21 and 22 can be deleted as they are existing code. Condition 23 has been revised to reflect the "City" approval of the CLOMR in advance of FEMA review. Condition 24 has been revised to add "No permits will be issued for". Condition 25 has been deleted since this is addressed by Condition 23.

***Revised* Condition 23**: Applicant requested we consider this project as "Phase 2" of the development of this site, with "Phase 1" being the stream relocation by WSDOT. A City-approved CLOMR must be submitted to FEMA prior to approval and issuance of the Flood Hazard permit.

Revised Condition 24: No permits will be issued for filling, grading, paving, installation of landscape berms and planters, storage of equipment or materials, excavation or drilling operations located within SFHA without an approved FLH permit.

New Condition 35: Applicant shall provide summary engineering report stamped by the project engineer which together with the existing WSDOT stream relocation documentation addresses the complete CLOMR application requirements. Documents shall be reviewed and approved by the City of Issaquah Floodplain Manager prior to the Flood Hazard Permit Approval.

c. Street Improvements and Traffic

There are several unresolved traffic related design issues the applicant is working on with the City. Is there a path forward for the project if the City does not approve the applicant's requested deviations concerning site distance for driveways and the analysis for the proposed stop signs at the intersection of 66th and 230th?

Staff: An analysis for the stop signs at the intersection of 66th and 230th has been submitted and the City approves that stop signs are warranted.

The driveways along 230th have been combined into one driveway. Both driveways comply with the City's Standard Detail T-06A concerning driveway setback from the proposed intersection. Design plans for each driveway as required by the above standard detail will be reviewed with the Site Work Permit.

A new condition is required to address the need for an approved deviation from street standards to omit landscaping along the SE 66th Street Bridge. Deviations are reviewed and approved by PWE and DSD staff. The new condition was first proposed at the first Development Commission meeting and is added in the Conclusion below.

Applicant:
This item is resolved

Conclusion:
Based on the redesigned driveway configuration along 230th Ave NE, proposed SDP Condition #6 can be deleted. Remaining transportation work items are under review by Development Services Staff and will be resolved prior to site work permit issuance.

SDP Condition 6 Proposed to be deleted: ~~The northernmost driveway on 230th Avenue Southeast does not meet the City's street standard for access point spacing. Prior to site plan approval, site circulation shall be reconfigured to meet city access point spacing standards.~~

NEW SDP Condition 34: *Prior to Site Work Permit issuance, the applicant shall submit a deviation to the Collector Street standards to allow removal of the landscape strip at the bridge crossing SE 66th Street. If the deviation is not granted, then the right of way improvements shall be built per Street Standards.*

12. Clarifications to Staff Report and Development Commission Presentation

a. Clarification: Parking Calculation

Some earlier versions of the project plan set erroneously included the display stalls in the total parking stall count. The proposal is for 300 vehicular parking spaces. The display area that functions as merchandising does not count toward parking. Although structured parking does not count toward the calculation of the floor-area-ratio (FAR), display areas located within the building do count toward the calculation of FAR. This is included here as a clarification only.

b. Clarification: Conditions addressing nonmotorized improvements on E. Lake Sammamish Parkway

There are three conditions addressing the required nonmotorized improvements at E. Lake Sammamish Parkway. The SEPA Condition 7 was intended to clarify that frontage improvements shall not be located within the WSDOT roadway, i.e. between the curbs, in the vehicular zone; while SDP Conditions 5 and 30 provided specific direction on what the frontage improvements would include. To avoid redundancy and confusion, staff proposes revisions to SEPA Condition 7 and a consolidation of SPD Conditions 5 and 30 into a Revised SPD Condition 5. Condition 30 will be deleted. Specific revisions are provided below.

SEPA Condition 7: *~~Prior to issuance of a site work permit for~~* ***The portion of the*** *E. Lake Sammamish Parkway* ***roadway adjacent to the project site is under the jurisdiction of WSDOT; therefore, the applicant shall make all required*** *frontage improvements****, behind the curb.*** *~~t~~****T****he applicant shall* ***provide nonmotorized frontage improvements consistent with*** *~~submit and gain approval of an Administrative Adjustment of Standards to modify the~~ CIDDS 6.4.G Boulevard Street Standards****, as modified by AAS19-00005.*** *~~to meet thefollowing configuration: a 3 foot landscape buffer (no street trees), 5 foot bike path, and 6 foot pedestrian sidewalk applied to the frontage of East Lake Sammamish Parkway from the intersection with SE 66th Avenue to the westbound Interstate 90 off-ramp.~~*

SDP Condition 5: *To implement ~~this shared facility~~* ***the nonmotorized improvements, a six-foot bike lane shall be provided behind the curb and separated from the roadway by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. B~~b~~****icycle and pedestrian facilities will have distinct surface materials with signage and/or striping to identify each user's zone: A~~a~~****sphalt for bicyclists, C~~c~~****oncrete for pedestrians. Street trees will not be planted.*** ***This condition will be met with the Site Work Permit.***

SDP Condition 30: *[Proposed Deleted by Staff]* *~~A bike lane shall be provided and may be located behind the curb and separated by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. This condition will be met with the Site Work Permit.~~*

c. Clarification: Table 4.4.A District Standards Summary Table

As identified at the DC meeting, this table has had formatting issues in the staff report and is corrected below. There are no changes to the analysis or conclusions. Clarification that there is both a maximum and minimum FAR and an additional column to the right have been added (added in **underline**).

STANDARD	**ALLOWED/REQUIRED**	**COMPLIES?**
Floor Area Ratio	0.5 **(both max and min)**	**Yes, 0.5 proposed**
Height	48 ft. base	**Yes, 44 ft. proposed**
Setbacks – Side and Rear	0 ft. minimum	**Yes**
Setbacks – Build-to-Line	0 ft. – 10 ft. maximum	**Yes, with condition**
Impervious Surface	90% maximum	**Yes, 87% proposed**

13. Summary of Deleted Conditions

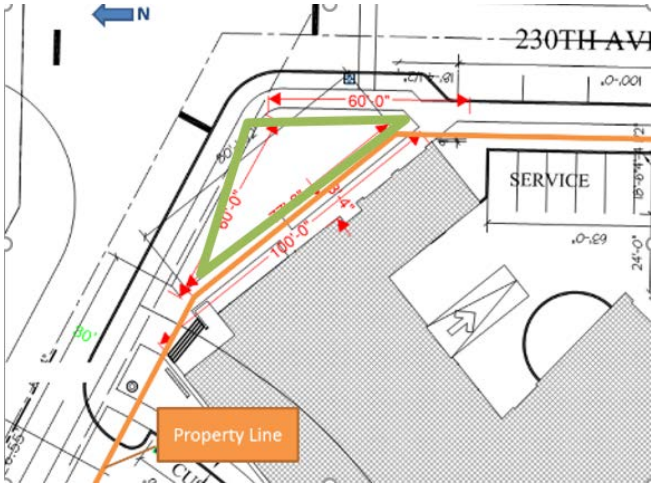
In addition to the deleted conditions described in the sections above, the following proposed SDP and SEPA conditions can also be deleted as a result of the applicant meeting staff's requests or the applicant revising its proposal, as shown in the July 19, 2019 plan set. The table at the end of this section contains all deleted conditions.

The Development Commission requested clarification regarding the compensatory flood easement reference in the MDNS and in **SEPA Condition 2**. A nearby project, a detail shop owned by Evergreen Ford, was required to secure an easement on the proposed project site to provide compensatory flood storage. City of Issaquah engineering staff has subsequently determined this storage is no longer required. The applicant has provided recorded documentation showing the easement to have been extinguished. Therefore, this condition is no longer necessary.

SDP Condition 7 required an additional Type A loading space be added to the site. Since drafting this condition, the applicant has revised the site to add an additional Type A loading area; therefore, proposed Condition 7 will be deleted.

SDP Condition 8 requested additional information regarding Commute Trip Reduction and Transportation Management Action Plan. The applicant provided documentation showing the completed project will not employ more than 100 people. The City of Issaquah Office of Sustainability requires Transportation Management planning for sites with 100 employees. Therefore, the underlying code section requiring this condition CIDDS 8.4 does not apply. Proposed Condition 8 will be deleted.

SDP Condition 14 required additional building frontage be provided at the intersection of 230th Ave SE and SE 66th Street to meet the requirement of 60 feet of building frontage along the corner (green triangle shown at right). However, as shown by the location of the property line in orange, the triangle area at the corner is actually offsite. Staff recommends deleting the proposed Condition 13 since the corner frontage requirement has been met because the Lincoln Dealership building fills the entire span of the property line located nearest to the corner.



SDP Condition 19 requested a stream delineation study be prepared to identify the Ordinary High-Water Mark and correctly locate the stream buffer. The applicant has done this and added this information to the project site plant. Propose SDP Condition 19 will be deleted.

SDP Condition 20 requested the applicant to quantify buffer impacts resulting from frontage improvements. These buffer impacts have been provided on the applicant's landscape plans. Further, mitigation has been required through SEPA Condition 3 to address offsite buffer impacts. Condition 20 will be deleted.

Table: Summary of Deleted Conditions from SDP19-00001 Staff Report dated May 1, 2019

SDP Condition	Deleted Condition Text
1	No site work shall begin until final approval and recording of lot consolidation LLA19-00001.
2	SEPA Conditions: 2. The Compensatory Flood Storage easement for 6,840 cubic feet on Parcel 2724069086, for the benefit of 8843500809 must be removed before any site work may begin.
6	The northernmost driveway on 230th Avenue Southeast does not meet the City's street standard for access point spacing. Prior to site plan approval, site circulation shall be reconfigured to meet city access point spacing standards.

7	Prior to construction permit submittal, one (1) additional Type A loading area measuring 25 ft. x 10 ft. shall be depicted onsite.
8	With building permit submittal, the applicant shall indicate how the project complies with CIDDS 8.4 Commute Trip Reduction and Transportation Management Action Plan or provide information demonstrating why this requirement is not applicable to the project.
13	The East Lake Sammamish Parking way frontage must provide an addition 12 ft. of Alternative Building Frontage elements, i.e., architectural elements, that comply with CIDDS 11.3.J to fulfill the remaining Build-to-Line requirement.
14	Alternative building frontage must be added to the corner of SE 66th Street and 230th Ave SE in order to comply with the intent of 11.3.H Corner Building Frontage.
17	The pavilion primary material is concrete, which is an inappropriate primary material; an alternative wall material must be chosen that is appropriate to the Northwest Revival style and the Natural Context area standards.
19	Provide a stream delineation study with a surveyed and labeled OHWM to verify accurate mapping and buffer depiction on site plans and provide a stream delineation map showing only existing conditions.
20	The applicant shall revise its Critical Areas Study to quantify and mitigate buffer impacts caused by frontage improvements or utility work along SE 66th Street and 229th Avenue SE. This condition must be met before site work approval for work on these rights-of-way.
21	Development activities proposed within the Special Flood Hazard Area (SFHA), per FEMA Flood Insurance Rate Maps, require issuance of a city Flood Hazard (FLH) Permit and all on-site structures must be designed to meet requirements in IMC 16.36.
22	Development proposals shall not reduce the effective base flood storage volume of the floodplain, and also shall not reduce the hydraulic capability of the floodplain on-site to convey floodwaters through the property during the base flood event. per IMC 16.36.130. When the development results in the displacement of floodwater, the flood hazard permit shall include a certification by a licensed civil engineer registered in the State of WA that compensatory storage is provided, and the hydraulic capability of the floodplain is preserved on-site to convey floodwater through the property without affecting adjacent properties, in accordance with IMC 16.36.130 and 16.36.140. The location of compensatory storage must not adversely impact a critical area buffer.
25	The Flood Hazard Permit must be submitted and approved prior to land use permit approval. The location of the compensatory storage to mitigate development within the 100 year floodplain must be clearly delineated.
30	A bike lane shall be provided and may be located behind the curb and separated by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. This condition will be met with the Site Work Permit.

14. Summary of Revised Conditions

The following table tracks changes made to proposed conditions that have been revised since the May 1 public hearing.

SDP Condition	Revised Condition with Changes Tracked **(~~Deleted Text~~, New Text)**
2	The applicant shall comply with these mitigation measures set forth by the SEPA Proposed Mitigated Determination of Nonsignificance: 1. ~~The applicant shall not disturb existing buffer enhancements planted by WSDOT along the North Fork of Issaquah Creek. All required mitigation planting pursuant to IMC shall be conducted landward of WSDOT plantings.~~ **In order to protect aquatic habitat in the unnamed drainage ditch running through the adjacent WSDOT right of way south of the project site, the applicant shall ensure this area is planted according to King County Critical Areas Mitigation Guidelines. This requirement applies in the WSDOT right of way area adjacent to the I-90 offramp and E. Lake Sammamish Parkway to both sides of the ditch along the south/southwest edge of the property extending eastward to SE 66th Place and westward to the southwest property corner near the pavilion building.** 2. [deleted] 3. [no change] 4. [no change] 5. ~~The applicant shall revise its Mitigation Plan, as follows:~~ ~~a. Increase tree planting to cover the entire buffer enhancement area.~~ ~~b. State that soil will be restored where structures are being removed, including decompaction and topsoil import.~~ ~~c. Revise performance standards to include restoration of soil where structures are being removed, including decompaction and topsoil import.~~ ~~d. Revise performance standards per native woody cover to achieve 60% tree cover by year three and 85% by year five.~~ ~~e. Revise performance standards for large woody debris (LWD), as follows: to restore habitat complexity to the mitigation area salvage as many removed trees as possible to use as LWD in the buffer area.~~ **To mitigate impacts associated with offsite frontage improvements within the N. Fork of Issaquah Creek buffer, all onsite and offsite buffer areas within 75'feet of the ordinary highwater mark shall:** **1. Be planted consistent with King County Critical Areas Mitigation Guidelines, taking into account any existing plantings that meet the requirements; and** **2. mitigated for the buffer reduction with enhancements, e.g. adding large woody debris, trees, shrubs, and groundcover, spawning gravel, upsized trees, etc.** **Mitigation areas include both sides of the onsite stream buffer, as well as the portions planted by WSDOT offsite.** 6. [no change] 7. ~~Prior to issuance of a site work permit for~~ **The portion of the** E. Lake

	Sammamish Parkway **roadway adjacent to the project site is under the jurisdiction of WSDOT; therefore, the applicant shall make all required** frontage improvements**, behind the curb.** ~~t~~**T**he applicant shall **provide nonmotorized frontage improvements consistent with** ~~submit and gain approval of an Administrative Adjustment of Standards to modify the~~ CIDDS 6.4.G Boulevard Street Standards**, as modified by AAS19-00005.** ~~to meet thefollowing configuration: a 3 foot landscape buffer (no street trees), 5 foot bike path, and 6 foot pedestrian sidewalk applied to the frontage of East Lake Sammamish Parkway from the intersection with SE 66th Avenue to the westbound Interstate 90 off-ramp.~~
5	To implement ~~this shared facility~~ **the nonmotorized improvements, a six-foot bike lane shall be provided behind the curb and separated from the roadway by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. B**~~b~~icycle and pedestrian facilities will have distinct surface materials with signage and/or striping to identify each user's zone: ~~A~~**a**sphalt for bicyclists, ~~C~~**c**oncrete for pedestrians. Street trees will not be planted. **This condition will be met with the Site Work Permit.**
10	~~In accordance with CIDDS 10.13 and 10.14, the applicant shall recalculate the number of significant trees and significant diameter inches required to achieve the minimum tree density and retention. If all of the required trees cannot be accommodated on-site, offsite planting or payment to the Tree Fund shall be required per CIDDS 10.14. This will be evaluated with the site work and landscape permits~~ **Consistent with minimum tree density standards in CIDDS 10.10, the applicant shall plant 333 trees measuring a minimum of 2" caliper on site or in an approved offsite location, or else make a payment into the tree fund in lieu of providing replacement trees.**
12	~~Confirm that planting~~ **Groundcover plants shall be added in the Existing Onsite Mitigation area** ~~complies~~ **compliant with City requirements.** ~~If the planting schedule is found to be noncompliant, then additional or revised planting shall be required.~~
23	Applicant requested we consider this project as "Phase 2" of the development of this site, with "Phase 1" being the stream relocation by WSDOT. A **City-approved** CLOMR must be submitted to FEMA prior to approval and issuance of the Flood Hazard permit.
24	No **permits will be issued for** filling, grading, paving, installation of landscape berms and planters, storage of equipment or materials, excavation or drilling operations located within SFHA without an approved FLH permit.

IV. Complete Proposed Conditions List

The list below reflects the final list of proposed SDP conditions. The original numbering from the SDP has been retained. Placeholders for deleted conditions are kept in for reference only, and will not show up in final Notice of Decision. New conditions are added at the end, starring with Condition 32.

1. [Proposed by Staff to be deleted] ~~No site work shall begin until final approval and recording of lot consolidation LLA19-00001.~~

2. The applicant shall comply with these mitigation measures set forth by the SEPA Proposed Mitigated Determination of Nonsignificance:

***Revised* SEPA Condition 1:** In order to protect aquatic habitat in the unnamed drainage ditch running through the adjacent WSDOT right of way south of the project site, the applicant shall ensure this area is planted according to King County Critical Areas Mitigation Guidelines. This requirement applies in the WSDOT right of way area adjacent to the I-90 offramp and E. Lake Sammamish Parkway to both sides of the ditch along the south/southwest edge of the property extending eastward to SE 66th Place and westward to the southwest property corner near the pavilion building.

SEPA Condition 2: [Proposed by staff to be deleted] ~~The Compensatory Flood Storage easement for 6,840 cubic feet on Parcel 2724069086, for the benefit of 8843500809 must be removed before any site work may begin.~~

SEPA Condition 3: The purpose and intent of the following condition is to discourage the uncontrolled intrusion of humans into the stream mitigation area, provide a passive recreation opportunity and to ensure long-term protection. The following information and improvements shall be provided:

c. A minimum of two (2) interpretive signs shall be installed and maintained as part of the stream buffer establishment. These signs shall indicate the stream buffer boundaries, the role the North Fork of Issaquah Creek plays in the ecosystem and restrictions related to the use of the stream mitigation area.

d. The stream and buffer shall be encumbered by a public open space, conservation easement granted to the City of Issaquah, or other open space protection mechanism. The easement shall state that any uses within the easement shall be as approved by the Development Services Director. The uses shall be consistent with the stream buffer purposes and the general benefit to the public. Evidence that the easement or open space protection mechanism has been recorded will be required prior to the issuance of a certificate of occupancy.

SEPA Condition 4: Any stormwater discharges and structures, such as dispersion trenches, within or draining to critical areas need to be shown on stormwater plans. Any associated impacts to critical areas need to be quantified and mitigated. The applicant's biologist shall consult with the project civil engineer to determine if outfalls would impact the stream or buffers and otherwise verify existing hydrologic conditions will be maintained and provide this information with stormwater permit documents.

***Revised* SEPA Condition 5:** To mitigate impacts associated with offsite frontage improvements within the N. Fork of Issaquah Creek buffer, all onsite and offsite buffer areas within 75'feet of the ordinary highwater mark shall:

1. Be planted consistent with King County Critical Areas Mitigation Guidelines, taking into account any existing plantings that meet the requirements; and
2. mitigated for the buffer reduction with enhancements, e.g. adding large woody debris, trees, shrubs, and groundcover, spawning gravel, upsized trees, etc.

Mitigation areas include both sides of the onsite stream buffer, as well as the portions planted by WSDOT offsite.

SEPA Condition 6: Should any items of archaeological or cultural significance be found during construction, the applicant will cease further site work and notify the Washington Department of Archaeology and Historic Preservation, the Muckleshoot and Snoqualmie tribes, and the City.

***Revised* SEPA Condition 7:** The portion of the E. Lake Sammamish Parkway roadway adjacent to the project site is under the jurisdiction of WSDOT; therefore, the applicant shall make all required frontage improvements, behind the curb. The applicant shall provide nonmotorized frontage improvements consistent with CIDDS 6.4.G Boulevard Street Standards, as modified by AAS19-00005.

3. The project shall include signage onsite near the site access at streets bordering the site, including at 66th Street SE and East Lake Sammamish Parkway, directing users to the nearest connection with the Issaquah Preston Trail.

4. Prior to site work permit approval, the applicant shall submit detailed plans showing how the private pedestrian priority street will comply with CIDDS 6.4.D.

5. [Revised] To implement the nonmotorized improvements, a six-foot bike lane shall be provided behind the curb and separated from the roadway by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. Bicycle and pedestrian facilities will have distinct surface materials with signage and/or striping to identify each user's zone: asphalt for bicyclists, concrete for pedestrians. Street trees will not be planted. This condition will be met with the Site Work Permit.

6. [Proposed by staff to be deleted] ~~The northernmost driveway on 230th Avenue Southeast does not meet the City's street standard for access point spacing. Prior to site plan approval, site circulation shall be reconfigured to meet city access point spacing standards.~~

7. [Proposed by staff to be deleted] ~~Prior to construction permit submittal, one (1) additional Type A loading area measuring 25 ft. x 10 ft. shall be depicted onsite.~~

8. [Proposed by staff to be deleted] ~~With building permit submittal, the applicant shall indicate how the project complies with CIDDS 8.4 Commute Trip Reduction and Transportation Management Action Plan or provide information demonstrating why this requirement is not applicable to the project.~~

9. When identifying significant trees, calculate the diameters of multi-stemmed trees according to the City's diameter-breast-height (dbh) method, per CIDDS 2.2:

   For trees with multiple leaders at four and one-half (4.5) feet height, the d.b.h. shall be the combined cumulative total of branches greater than six (6) inches diameter at four and one-half (4.5) feet above the average grade.

   Obtain a new number for total inches of significant trees in the developable area and update this figure throughout the Tree Plan. Compliance will be reviewed with site work and landscape permits.

10. [Revised] Consistent with minimum tree density standards in CIDDS 10.10, the applicant shall plant 333 trees measuring a minimum of 2" caliper on site or in an approved offsite location, or else make a payment into the tree fund in lieu of providing replacement trees.

11. In accordance with CIDDS 10.5.B.2, the applicant shall provide details for landscaping and

architectural elements to show compliance with rooftop landscaping requirements.

12. [Revised] Groundcover plants shall be added in the Existing Onsite Mitigation area compliant with City requirements.

13. [Proposed by staff to be deleted] ~~The East Lake Sammamish Parking way frontage must provide an addition 12 ft. of Alternative Building Frontage elements, i.e., architectural elements, that comply with CIDDS 11.3.J to fulfill the remaining Build-to-Line requirement.~~

14. [Proposed by staff to be deleted] ~~Alternative building frontage must be added to the corner of SE 66th Street and 230th Ave SE in order to comply with the intent of 11.3.H Corner Building Frontage.~~

15. Existing utilities that cannot be relocated during the construction phase of the project shall be screened to minimize their presence. New utilities must be located within the building, away from pedestrian areas in service areas so as to eliminate their visual impact.

16. The trash enclosure must have a roof to prevent wildlife from accessing garbage.

17. [Proposed by staff to be deleted] ~~The pavilion primary material is concrete, which is an inappropriate primary material; an alternative wall material must be chosen that is appropriate to the Northwest Revival style and the Natural Context area standards.~~

18. The use of tile at the Lincoln Dealership storefront shall be allowed only in large panels installed with a heavy masonry appearance.

19. [Proposed by staff to be deleted] ~~Provide a stream delineation study with a surveyed and labeled OHWM to verify accurate mapping and buffer depiction on site plans and provide a stream delineation map showing only existing conditions.~~

20. [Proposed by staff to be deleted] ~~The applicant shall revise its Critical Areas Study to quantify and mitigate buffer impacts caused by frontage improvements or utility work along SE 66th Street and 229th Avenue SE. This condition must be met before site work approval for work on these rights-of-way.~~

21. [Proposed by staff to be deleted] ~~Development activities proposed within the Special Flood Hazard Area (SFHA), per FEMA Flood Insurance Rate Maps, require issuance of a city Flood Hazard (FLH) Permit and all on-site structures must be designed to meet requirements in IMC 16.36.~~

22. [Proposed by staff to be deleted] ~~Development proposals shall not reduce the effective base flood storage volume of the floodplain, and also shall not reduce the hydraulic capability of the floodplain on-site to convey floodwaters through the property during the base flood event. per IMC 16.36.130. When the development results in the displacement of floodwater, the flood hazard permit shall include a certification by a licensed civil engineer registered in the State of WA that compensatory storage is provided, and the hydraulic capability of the floodplain is preserved on-site to convey floodwater through the property without affecting adjacent properties, in accordance with IMC 16.36.130 and 16.36.140. The location of compensatory storage must not adversely impact a critical area buffer.~~

23. [Revised] Applicant requested we consider this project as "Phase 2" of the development of this site, with "Phase 1" being the stream relocation by WSDOT. A City-approved CLOMR must be submitted to FEMA prior to approval and issuance of the Flood Hazard permit.

24. [Revised] No permits will be issued for filling, grading, paving, installation of landscape berms and planters, storage of equipment or materials, excavation or drilling operations located within SFHA without an approved FLH permit.

25. [Proposed by staff to be deleted] ~~The Flood Hazard Permit must be submitted and approved prior to land use permit approval. The location of the compensatory storage to mitigate development within the 100 year floodplain must be clearly delineated.~~

26. The proposed project is located within a Critical Aquifer Recharge Area (CARA) Class 1 Zone and Sammamish Plateau Wellhead Protection Zone (see IMC 18.10.796). Submittal of a hazardous Material Construction Inventory List is required for construction permits, and infiltration of runoff from pollution generating impervious surface area requires pre-treatment.

27. All stormwater SEPA conditions will be met with the Site Work Permit.

28. Intersection of SE 66th Street and 230th Ave SE shall be designed to meet City of Issaquah and MUTCD standards supported by and traffic engineering study. This condition will be met with the Site Work Permit.

29. For the driveway located on SE 66th St, provide sight distance analysis triangles, outlining necessary line-of-sight-clearing as required by the City's Street Standards for a non-residential driveway intersecting a 25-mph public roadway. This condition will be met with the Site Work Permit.

30. [Proposed by staff to be deleted] ~~A bike lane shall be provided and may be located behind the curb and separated by a 3-foot landscaped buffer together with a five-foot sidewalk meeting the standards for accessibility. This condition will be met with the Site Work Permit.~~

31. The applicant shall work with staff and Recology to specify an appropriate waste generation rate for the Evergreen Lincoln Ford site. Additional information is required to determine compliance with the design standards, siting details, and sizes indicated in Handout 109.

32. [New] Wheel stops shall be installed at the edge of the display areas adjacent to the stream buffer to ensure that display vehicles do not extend into the buffer area. This condition must be shown on the applicant's Site Work permit.

33. [New] As designed, the project proposes strategies that would add up to a LEED Silver equivalency rating. The applicant shall continue to refine its design and work with the Office of Sustainability and its consultant to add as many additional LEED qualified building strategies as possible and practical, with the goal of reaching a LEED Gold equivalency rating. No formal certification is required. The reasonable cost of the City's consultant will be paid by the applicant. The applicant commits to making a good faith effort to apply as many strategies as possible and the City of Issaquah's Office of Sustainability commits to considering a range of equivalent

compliance options to meet the intent of the LEED program. Prior to issuances of a Certificate of Occupancy, the applicant shall submit to the Office of Sustainability a final LEED report including a LEED scorecard achieving the equivalent of LEED Gold, or if LEED Gold cannot be achieved, a detailed description of why this was not possible.

34. [New] Prior to Site Work Permit issuance, the applicant shall submit a deviation to the Collector Street standards to allow removal of the landscape strip at the bridge crossing SE 66th Street. If the deviation is not granted, then the right of way improvements shall be built per Street Standards.

35. [New] Applicant shall provide summary engineering report stamped by the project engineer which together with the existing WSDOT stream relocation documentation addresses the complete CLOMR application requirements. Documents shall be reviewed and approved by the City of Issaquah Floodplain Manager prior to the Flood Hazard Permit Approval.

BRM: Attachment 1

March 26, 2019 River & Streams Board Minutes

CITY OF ISSAQUAH
River & Streams Board

7:00 PM | **MINUTES** | Pickering Room
March 26, 2019 | | 1775 12th Ave. NW

BOARD AND ADMINISTRATIVE PERSONNEL PRESENT

Board Members Present:
- Jeff Wood, Chair
- Christian Nilsen
- Rory Galloway
- Janet Wall
- Leigh Bangs
- Cam Fisher
- Tina Huff

Administration/Staff:
- Keith Niven
- Micah Bonkowski
- Katie Cote
- Evan Brumfield
- Doug Yormick

CALL TO ORDER

Wood, Chair, called the meeting to order at 7:02 PM.

APPROVAL OF MINUTES

a) MOVED BY BANGS, SECONDED BY WALL that minutes of the meeting on March 20, 2018 be approved as presented. MOTION CARRIED, 7-0.

AGENDA ITEMS

a) Citywide Draft Strategic Plan (D)

Presented by: Micah Bonkowski, Resource Conservation Coordinator I

Bonkowski presented the City's draft strategic plan to the Board. He indicated work on the plan had begun over a year ago and the strategic plan is expected to guide the City's decision making with a more action-oriented policy document. To date, there has been a significant public outreach effort with over 1,650 responses to a distributed survey. The Council has already decided on a Vision statement, goal priorities, a mission statement and potential actions.

Bonkowski indicated that the Council are expected to adopt the strategic plan in May of this year. He asked the Board to take the survey (7 questions) to help the Council with community feedback.

WOOD identified there were potential conflicts in the plan such as preservation and growth. WALL indicated she liked the language regarding voluntary stewardship. She indicated the City needed a volunteer coordinator to work on restoration and maintenance of publicly-owned open space areas.

b) Mayor's Thank You & Remarks (I)

Mayor Pauley had to leave to attend the last UVDC meeting. She indicated she would attend the next R & S meeting.

c) Evergreen Ford Lincoln Auto Dealership (SDP19-00001) (A)

Presented by Katie Cote, Planning Consultant

Cote presented a proposed development located at the I-90 westbound off-ramp and East Lake Sammamish Parkway, the old Carlson Kennels property. The proposal is to remove the derelict kennels and build a new Ford/Lincoln auto dealership. The proposal includes a reduction of the buffer for North Fork of Issaquah Creek to 75 feet. A specific planting plan for the Creek buffer has not been completed at this time.

The Board entered into a dialogue about the value of the buffer and its importance to native salmon populations. The Board also asked questions of the applicant's consultants about stormwater and potential discharges into the Creek. Concern was expressed regarding the potential buffer reduction. However, the Board recognized the Code allowed the reduction and requested the planting/mitigation plan return to the Board for review.

Cote indicated the planting plan has not been completed, but that this plan can be shared with the Board in May or June. ~~The Board agreed with the proposed buffer reduction and will take a closer look at the proposal when the plans are brought back to the Board.~~

d) Stormwater Management Plan (D)

Presented by Evan Brumfield, Environmental Science Assistant

Brumfield presented the Board with a presentation of the City's NPDES Phase II Municipal Stormwater Permit 2019 Stormwater Management Program Plan (SWMP). He provided an overview of the NPDES permit including:

1. Public Education and Outreach
2. Public Involvement and Participation
3. Illicit Discharge Detection and Elimination (IDDE)
4. Controlling Runoff from New Development, Redevelopment and Construction Sites
5. Pollution Prevention and Operations and Maintenance for Municipal Operations
6. Total Maximum Daily Load (TMDL)
7. Monitoring and Assessment

City staff have engaged in the following activities: participated in the "Puget Sound Starts Here"; business technical assistance visits; partnership with Cascade Water Alliance; Natural Yard Care Workshops; partner with STORM/regional awareness programs; and, host a toxic materials collection event targeting collection of residential pesticides, pharmaceuticals, and paints. Brumfield indicated the following public outreach efforts were also included: Issaquah Insider/ Newsflash, Rivers and Streams Board, Watershed-Scale Stormwater Plan.

As part of the IDDE program: 97 IDDE Investigated/corrected; 240+ technical assistance visits; 12% MS4 field screened; and, City trained field staff and businesses on illicit discharges.

As part of controlling runoff from construction: 68 sites inspected for TESC compliance; 8 TESC enforcements; 38 private treatment and flow control BMP's/facilities inspected; and, City staff provide training on stormwater control.

As part of pollution prevention and control: purchased the Triverus Municipal Cleaning Vehicle (MCV); maintained 124,545 sq ft of pervious surfaces; and, removed 4100+ lbs of trash from 15 homeless sites.

As part of TMDL work: Provided 96,000 pet waste bags at 29 stations; and, septic Inspections/outreach every 3 years.

New permit obligations beginning in August:

- Illicit Discharge Reporting
- Comprehensive Stormwater Planning
- Stormwater Management Action Planning
- New Stormwater Manual Adoption
- Source Control for Existing Development

e) Shoreline Management Program Update (D)

Presented by Doug Yormick, Assistant Planner

Yormick informed the Board that the City had received a grant from the Department of Ecology to update its Shoreline Master Program. The Shoreline Master Program (SMP) is a comprehensive shoreline land-use plan that includes policies and regulations for the use and development of the shoreline. The SMP covers Issaquah Creek, East Fork of Issaquah Creek, and Lake Sammamish.

The statewide Shoreline Management Act requires a comprehensively updated SMP be periodically reviewed every eight years. The City is included in the first round of periodic reviews to be completed in 2019. The City completed a comprehensive update to the SMP in February of 2013. Since, the Central Issaquah sub-area plan has been adopted as the Central Issaquah Design and Development Standards (CIDDS) and the Lake Sammamish State Park has been annexed by the City. These changes have not been incorporated into the SMP.

Yormick indicated he believes the update will be drafted by this summer and will be before the City Council for approval in the Fall.

f) Work Plan 2019 (D)

Presented by: Keith Niven, Economic Development & Development Services Director

Niven indicated that he and WOOD had met prior to the meeting to discuss the Board's lack of meetings over the past year. Conversation followed about how to increase the Board's relevancy and work load.

Niven provided the Board with a partially filled out table. The first column represented the Board's duties and responsibilities, as listed in the City Code. The second column represented specific action items responsive to the duties listed in the first column. Niven indicated he wanted to brainstorm with the Board at its next meeting specific work items to complete column 2 of the chart.

AUDIENCE COMMENTS
None.

OTHER BUSINESS / ANNOUNCEMENTS
None.

ADJOURNMENT
With no further business to conduct, WOOD adjourned the meeting at 9:42 PM

BRM: Attachment 2

CITY OF ISSAQUAH
River & Streams Board

7:00 PM | **MINUTES** | Pickering Room
4 June 2019 | | 1775 12th Ave. NW

BOARD AND ADMINISTRATIVE PERSONNEL PRESENT

Board Members Present:
- Jeff Wood, Chair
- Christian Nilsen
- Rory Galloway
- Janet Wall
- Leigh Bangs
- Cam Fisher
- Tina Huff

Administration/Staff:
- Keith Niven
- Katie Cote
- Lucy Sloman
- Doug Yormick

CALL TO ORDER

Wood, Chair, called the meeting to order at 7:02 PM.

APPROVAL OF MINUTES

a) On page 2 under item c) (Evergreen Ford/Lincoln Dealership), the Board did not agree with the statement "The Board agreed with the proposed buffer reduction…". No alternative language was proposed.
b) MOVED BY BANGS, SECONDED BY WALL that minutes of the meeting on 26 March 2019 be approved with the one clarification identified above. MOTION CARRIED, 7-0.

AGENDA ITEMS

a) Board Work Plan (D)

Presented by: Keith Niven

Niven continued a discussion from March with the Board relating to the frequency of Board meetings and the tasks that are brought before the Board. (An updated table is attached to these minutes that reflects the input from the Board). WOOD indicated appreciation for the discussion and asked that this item be revisited periodically as the Board evolves with the City's Strategic Plan and other policy decisions.

b) Evergreen Ford Lincoln Auto Dealership (SDP19-00001) (A)

Presented by Katie Cote, Planning Consultant

Cote indicated that the City's consultant Nell Lund (the Watershed Company) was in attendance and would be providing some insights into the proposed buffer reduction of the North Fork and the approach taken by the project team. Representing the applicant was Mr. David Estes (Strotkamp Architects), Mr. Mark Graff (SCJ Alliance), and Mr. Mike Foster (O'Neill Service Group).

Cote identified updates since the last River & Streams meeting:

- The ordinary highwater mark was flagged and surveyed, resulting in a slightly different configuration. The City's stream consultant confirmed the flags appeared to be in the correct location.
- The applicant has changed its stormwater approach from infiltration to detention and controlled release via a level spreader at the southern end of the site. The runoff will be treated to ground water quality and released at below predevelopment levels.
- Additional mitigation plantings, trees, and large woody debris have been added,
- A critical areas study was prepared to assess the reduction of the stream buffer. The City's stream consultant has been working with the applicant to review and revise the mitigation approach. A few outstanding items can be worked through with construction permits.

Discussion:

Large Woody Debris (LWD)

Currently there are 4 pieces of large woody debris shown on the plans. This is not a very substantial amount given the number of trees being cleared from the site. There was concern by the applicant that using trees that were not native species could lead to sprouting of invasive trees in the buffer. It is also difficult to salvage and stockpile large amounts of LWD on the site during construction.

Board members understood these concerns, but also supported the addition of LWD from salvaged native trees (such as Doug Fir). Conifer is best and preference is Doug Fir but it is not as much an issue if it's for habitat and placed horizontal. **The applicant agreed to add more LWD, and consider using salvaged Douglas Fir or other native species. Conifer is best.**

Plant Choice

- WALL noted there seemed to be many flowering red currants. This is not necessarily a problem, but it would not be how this plant would typically appear in nature. This plant will be OK if it is high enough out of the water and it looks like it is.
- Can western red cedar thrive in this location? The applicant's consultant believes it can.
- There was concern that the use of lady fern so close to the stream may place the plant too close to the water and could result in plant loss (drowning). **The applicant agreed to look into whether the lady fern could be unsuccessful as a result of high water events.**

Mitigation Plantings

The applicant has added enhanced mitigation plantings in the onsite area planted by WSDOT, as well as the offsites areas planted by WSDOT. The offsite plantings are not required by the City, but the applicant has added them to further support habitat functions. The following graphic was provided to depict their mitigation areas:

Floodplain Impacts

FISHER asked about whether there would be impacts to the floodplain. Currently, the mapped floodplain reflects the location and condition of the N. Fork before it was relocated. The current location situates the stream deeper in the site, thus making the floodplain smaller. The applicant described that they are seeking a revision to flood maps to reflect existing conditions. It is expected that the revised flood maps will have a smaller floodplain contained wholly within the stream buffer.

Staff suggests (in these notes) that the applicant should include the location of the revised floodplain on its mitigation plan.

Buffer Reduction

NILSEN asked if the applicant looked at reducing the buffer "just a little bit" instead of the whole 25% allowed?

The applicant responded that they did not consider every increment between a 75 foot buffer and 100 foot buffer, but generally, the site is so tight that they need the whole 25% reduction to make the project work. They are attempting to fit a large program into a small site.

Board members asked to discuss whether the code allows the buffer reduction? What about the provision of the code stating that seems to preclude buffer reductions when streams are moved (18.10.785.E): "Any stream restored, relocated, replaced or enhanced because of alterations should have at least the minimum buffer required for the class of stream involved."?

Sloman described that this provision applies only when the actions are done "because of alterations" and that "alterations" are defined by IMC as a negative action damaging to the stream. In this case, the stream relocation was done to restore habitat and make the stream passable by salmon. It is an unusual circumstance for a Class 2 stream to be moved. This was only done in order to restore the stream. Since the stream relocation was not an "alteration," the provision does not apply.

NILSEN noted that the language stating "at least the minimum buffer for the class of stream involved" could also mean that the buffer has been reduced to up to 25%.

Generally, the board found this provision to be unclear and problematic, and suggested it should be added to their list of items to review later.

FISHER was concerned that the critical areas study based the functional lift analysis on improving conditions in the floodplain, but the flooplain is now much smaller, so this benefit is less. Adding trees and vegetation is still a benefit, but is it enough of a benefit to meet the functional lift criteria?

The applicant's stream consultant stated that the existing standard buffer is currently providing low function. It provides low water quality filtration, has compacted soil so does not help with flood prevention, and provides little habitat. The heavily planted mitigation areas will greatly improve habitat and the removal of the kennel from the buffer will reduce impervious surface.

The City's stream consultant stated that the addition of significant numbers of trees, large woody debris, and other plantings will provide acceptable ecological lift.

The Board did not resolve whether the approve of the buffer reduction or not. They seemed to be in agreement that code provides a way for the buffer reduction to be approved, if the applicant meets the necessary criteria, but they were unsure if code went far enough to protect stream habitat.

Offsite Drainage Ditch

An offsite drainage ditch in the WSDOT right of way has been shown to provide habitat for salmonids. This ditch is not classified by the City of Issaquah and it does not meet the definition of stream under the IMC because it was artificially created.

The applicant's stormwater system will drain toward the ditch, though all stormwater infrastructure will be kept onsite. Water will be treated to groundwater quality standard.

One board member was concerned that IMC would not allow buffers to be required on an unnamed tributary that provides salmon habitat.

New Stormwater Approach

The Board seemed generally supportive of the new stormwater approach, though NILSEN stressed that maintenance of the dispersion spreader was very important to prevent point flow locations that could lead to erosion. The applicant confirmed there would be a regular maintenance program in place to prevent sediment and leaf build-up.

Niven stated that the City has been increasing inspections of private stormwater systems.

Board Conclusion

The Board did not make a final determination whether or not the buffer reduction should be approved, but stated that the project seemed to be generally compliant with code and they agreed it could move forward.

AUDIENCE COMMENTS

One member of the public addressed the Board (Connie Marsh). Ms. Marsh expressed her opinion that the City relies too much on definitions in its code and fails to act in the best interest of the streams. There should be a DFW classification of the offsite ditch. Ms. Marsh indicated the City's strategic plan includes values of environmental protection and the City needs to be a better example for how to protect streams.

Ms. Marsh stated her belief that a better approach would be to start with the biggest buffer necessary to protect the stream, and then figure out what kind of development could fit in the remaining area. We should start the conversation in a place of protection first, not code first.

In addition, Ms. Marsh disagrees with staff's interpretation of 18.10.490.D.1, which states:

> Stream buffer reduction provisions in this section may be used separately or together; provided, that the cumulative, total stream buffer reduction shall not exceed twenty-five (25) percent of the required stream buffer area or encroach into the buffer at any location by more than twenty-five (25) percent of the standard stream buffer width, per IMC 18.10.785(C).

Rather than allowing the entire buffer to be reduced by 25%, she instead asserts only 25% of the buffer should be allowed to be reduced for up to 25%.

OTHER BUSINESS / ANNOUNCEMENTS

State park EIS scoping meeting will be 25 June 2018. The next meeting will be 16 July 2019. The Board is planning a field trip to look at wetland mitigation sites.

ADJOURNMENT

With no further business to conduct, WOOD adjourned the meeting at 9:14 PM

18.03.400 Created – Objective.

As of March 1, 1983, there is created the River and Streams Board. The objective of the River and Streams Board is to protect, preserve, and enhance the water quality in the waterways of Issaquah, and to protect the fish, birds, and mammals that depend upon such aquatic environments by advising the Mayor and City Council of actions necessary to achieve this end. (Ord. 2447 § 18, 2005)

River & Streams duties (18.03.430)

	Duties & Responsibilities	Tasks		Department Lead
		Annual	Periodic	
1.	The Shoreline Management Plan for the City of Issaquah	1.	1. Review and provide input ~~of~~on City's SMP updates	DSD
2.	Enhancement and preservation of the streams, lakes, and wetlands drainage areas	1. WRIA 8 Updates 2.	1. Field Trips	
3.	Protection of the fish and wildlife resources of the Issaquah drainage area	1. Presentation from DNR, DWF, or others	1. IMC 18.10 Code revisions (wildlife corridors)	
4.	Protection of the quality of the Issaquah watersheds and public water supply	1.	1.	PWE
5.	City of Issaquah policies related to storm and surface water control	1. Review NPDES report 2.	1. Review and provide input on updates to Storm Water Master Plan 2. Review changes to codes relating to floodplain mgmt.	PWE
6.	Grading and filling permit applications	1. Review of permit applications	1. Private and Public permit applications	DSD/PWE
7.	Shoreline Management Permit applications	1. Review of Permit applications	1.	DSD
8.	Environmental Impact Statements, when appropriate	1.	1. Review and provide input on ~~of~~ EISs 2. Assist in scoping conversations	DSD

BRM: Attachment 3

Katie Cote

To: Katie Cote
Subject: RE: 2019.6.12 Evergreen Ford MDNS, SEP19-00004 SEPA Checklist, SDP19-00001 Plan Set, SDP19-00001 Critical Area Study

From: Katie Cote
Sent: Thursday, July 11, 2019 2:33 PM
To: KWalter@muckleshoot.nsn.us
Cc: Lucy Sloman <LucyS@issaquahwa.gov>; Keith Niven <KeithN@issaquahwa.gov>
Subject: RE: 2019.6.12 Evergreen Ford MDNS, SEP19-00004 SEPA Checklist, SDP19-00001 Plan Set, SDP19-00001 Critical Area Study

Ms. Walter,

Thank you for your email commenting on the proposed Evergreen Ford MDNS on behalf of the Muckleshoot Tribe. I can hopefully resolve several of your questions in this email, though there are others I would like the opportunity to discuss with you further, either by telephone or in person. I have copied your email below and provided comments in line.

***

Ms. Cote,

We have reviewed the SEPA documents and other available information for the proposed Evergreen Ford dealership project referenced above. We offer the following comments in the interest of protecting and restoring the Tribe's treaty-protected fisheries resources:

1. The checklist notes that WSDOT's HPA 2017-4-39 and the related environmental classification summary prepared by WDFW (?) is related to this proposal. Please explain how this HPA permit is applicable to this proposed project. It is our understanding from reviewing WSDOT's culvert replacements on North Fork Issaquah Creek and is associated tributaries are a stand-alone project and merely adjacent to this project. There is nothing in the HPA record to indicate that WSDOT's project had anything to do with this project. In fact, it went through WDFW's Fish Enhancement process which is SEPA exempt so there is no checklist referencing back to the Evergreen Ford project.

Response: You are correct. The WSDOT project is a standalone project and no additional HPA is requested for the Evergreen Ford Proposal. The projects were located in the same area and this document was provided as a reference for background information.

2. The Class 4 ditch noted in the checklist and shown on the plans is actually has a perennial flow, is used by salmon and should be considered a stream. WDFW staff (Dave Collins) informed City staff, consultants, applicant, etc. on June 17, 2014 during the field visit that he saw more than 100+ coho juvenile salmon in this feature. WSDOT/WDFW, MITFD staff, and the Corps all treated this waterbody as a stream during the course of permitting for the replacement culverts under HPA 2017-4-39 and Corps permit NWS-2016-1019. The City of Issaquah needs to also treat this waterbody as a stream with salmon for this and all future projects. Please see the attached Basis of Design Report from the WSDOT culvert replacement project for more information about this stream.

Response: Per the City's regulations the off-site ditch is not a stream; however, this is an item which we would like to discuss further with you either by phone or in person. ***[Based on the subsequent telephone conversation the response has been incorporated into the Briefing Response Memo]***

3. There is limited information about how the project will manage stormwater and where it will discharge. Please send us a copy of the preliminary technical information report for our review. If the applicant intends to discharge stormwater to North Fork Issaquah or the tributary, we need complete details as to the detention level to be used as well as the treatment level and location of discharge to evaluate potential impacts to salmon. The existing

stormwater manuals are not fully protective of salmon as noted in both King County SWM manual and WDOE's current manual. Additional mitigation may be needed to protect salmon. This document should be part of the environmental review process undergoing now, not deferred to a future stormwater permit process that may not be fully noticed to us, WDFW, WDOE or the public.

Response: In response to concerns raised by both the City and Sammamish Plateau Water District, the applicant is in the process of revising its stormwater system from an infiltration system to a detention system. Though we are awaiting a resubmittal containing the revised design, the applicant has indicated the stormwater will be released in the direction of the off-site ditch following treatment to groundwater standards. We will hopefully have these details in the coming weeks and definitely before the final SEPA determination is made. This is another item that it would be good to discuss during our call or meeting. ***[Based on the subsequent telephone conversation the response has been incorporated into the Briefing Response Memo]***

4. The checklist notes that 65% of the project is within the 100-year floodplain. Additional information is needed that describes the extent of floodplain filling; how this filling will be mitigated and how the approach meets NOAA's ESA requirements for floodplain programs and impacts.

Response: The relocation by WSDOT of the North Fork of Issaquah Creek altered the site's hydrology and removed the flood hazard. Though it is true that much of the site is mapped within the current 100-year floodplain, the applicant is in the process of applying for a CLOMR to remove the development site from the floodplain. The project is not anticipated to cause flooding impacts.

5. The City needs to explain further as to why the compensatory flood storage easement for 6,840 cubic feet of fill on parcel 2724069086 for the benefit of parcel 8843500809 is no longer needed (MDNS proposed condition 2).

Response: The compensatory flood storage easement was required in 2017 with the construction of an offsite storm vault for another nearby Evergreen Ford project. Subsequently in 2018 City staff learned from FEMA that since the vault is entirely underground, no compensatory storage was needed because the grade was not raised. Therefore, we asked the applicant to formally expunge the easement.

6. The proposed MDNS condition 7 notes potential E Lake Sammamish Parkway frontage improvements; however, these improvements are not discussed in the checklist nor are there plans available for review. Additional information is needed particularly if there are potential impacts to the onsite streams or their buffers or offsite streams and wetlands or their buffers.

Response: When WSDOT constructed their improvements, they put back sidewalks which did not match the pedestrian and bicycle requirements for this portion of the Parkway corridor. These are the only frontage improvements they have been asked to build. The revised plans should reflect a slight widening of the sidewalk area to accommodate these non-motorized uses within the existing WSDOT right of way. The City would be glad to discuss this with you to better understand the Tribe's perspective. ***[Based on the subsequent telephone conversation the response has been incorporated into the Briefing Response Memo]***

7. Please clarify if any native trees that are at least 4 inches in diameter and 200 feet from either North Fork Issaquah or the tributary will be removed as part of this project. This information is needed to assess potential impacts to riparian functions and instream habitat for fish.

Response: The City would like to discuss this issue with you to better understand the Tribe's concern. Please note, the City does not regulate trees less than 6" in diameter. ***[Based on the subsequent telephone conversation the response has been incorporated into the Briefing Response Memo]***

8. The applicant should work with the City or WSDOT (whomever owns the offsite area where the tributary flows along the southwestern boundary) to enhance the remaining buffer area along the tributary to the property's edge at SE 66th Place. The buffer impact and mitigation plan shows a portion of this buffer lacks mitigation planting from the WSDOT culvert project. Planting this area would further enhance this stream and contribute additional functions that will be lost as a result of the permanent buffer reduction on North Fork Issaquah Creek.

Response: We agree and have discussed this with the applicant who has proposed additional planting in the WSDOT area both to meet the City's basic buffer standards as well as to enhance what would otherwise be required by the City. The City would like to discuss this with you to ensure that the appropriate enhancements are required. ***[Based on the subsequent telephone conversation the response has been incorporated into the Briefing Response Memo]***

9. For the proposed planting plan along North Fork Issaquah, we are concerned that Western Red Cedar may not be suitable at this site compared to native conifers that prefer drier soils, i.e. Western hemlock and Douglas fir. What information did the consultants use to determine this species is appropriate for this site? What did WSDOT plant in the areas shown in blue on the mitigation plan? The photos suggest a more diverse planting plant.

Response: The concern over Western Red Cedar was discussed with the applicant at Rivers and Streams Board meetings in March and June. The applicant felt the hydrology was sufficient to support WRC. Note the City requires a 5-year maintenance period; however, we also agree that we want to have the right plantings the first time. Planting information from WSDOT is not available, other than what may be provided in the Basis of Design report you sited above in question #2.

10. Finally, we request a copy of the Issaquah Staff Evaluation for this project (dated June 12, 2019) and The Watershed Company's peer review letters from 2019.

Response: These are attached.

We look forward to your response with your availability to meet, either by phone or in person. Thank you again for your interest in this project.

Katie Cote, AICP
Planning Consultant | City of Issaquah
206.505.3400 x128

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Wednesday, June 26, 2019 8:57 AM
To: DSD Support Services <DSDSupportServices@issaquahwa.gov>
Cc: Reinbold, Stewart G (DFW) <Stewart.Reinbold@dfw.wa.gov>; don.collins@dfw.wa.gov
Subject: FW: 2019.6.12 Evergreen Ford MDNS, SEP19-00004 SEPA Checklist, SDP19-00001 Plan Set, SDP19-00001 Critical Area Study

Ms. Cote,

We have reviewed the SEPA documents and other available information for the proposed Evergreen Ford dealership project referenced above. We offer the following comments in the interest of protecting and restoring the Tribe's treaty-protected fisheries resources:

11. The checklist notes that WSDOT's HPA 2017-4-39 and the related environmental classification summary prepared by WDFW (?) is related to this proposal. Please explain how this HPA permit is applicable to this proposed project. It is our understanding from reviewing WSDOT's culvert replacements on North Fork Issaquah Creek and is associated tributaries are a stand-alone project and merely adjacent to this project. There is nothing in the HPA record to indicate that WSDOT's project had anything to do with this project. In fact, it went through WDFW's Fish Enhancement process which is SEPA exempt so there is no checklist referencing back to the Evergreen Ford project.

12. The Class 4 ditch noted in the checklist and shown on the plans is actually has a perennial flow, is used by salmon and should be considered a stream. WDFW staff (Dave Collins) informed City staff, consultants, applicant, etc. on June 17, 2014 during the field visit that he saw more than 100+ coho juvenile salmon in this feature. WSDOT/WDFW, MITFD staff, and the Corps all treated this waterbody as a stream during the course of permitting for the replacement culverts under HPA 2017-4-39 and Corps permit NWS-2016-1019. The City of Issaquah needs to also treat this waterbody as a stream with salmon for this and all future projects. Please see the attached Basis of Design Report from the WSDOT culvert replacement project for more information about this stream.

13. There is limited information about how the project will manage stormwater and where it will discharge. Please send us a copy of the preliminary technical information report for our review. If the applicant intends to discharge

stormwater to North Fork Issaquah or the tributary, we need complete details as to the detention level to be used as well as the treatment level and location of discharge to evaluate potential impacts to salmon. The existing stormwater manuals are not fully protective of salmon as noted in both King County SWM manual and WDOE's current manual. Additional mitigation may be needed to protect salmon. This document should be part of the environmental review process undergoing now, not deferred to a future stormwater permit process that may not be fully noticed to us, WDFW, WDOE or the public.

14. The checklist notes that 65% of the project is within the 100-year floodplain. Additional information is needed that describes the extent of floodplain filling; how this filling will be mitigated and how the approach meets NOAA's ESA requirements for floodplain programs and impacts.

15. The City needs to explain further as to why the compensatory flood storage easement for 6,840 cubic feet of fill on parcel 2724069086 for the benefit of parcel 8843500809 is no longer needed (MDNS proposed condition 2).

16. The proposed MDNS condition 7 notes potential E Lake Sammamish Parkway frontage improvements; however, these improvements are not discussed in the checklist nor are there plans available for review. Additional information is needed particularly if there are potential impacts to the onsite streams or their buffers or offsite streams and wetlands or their buffers.

17. Please clarify if any native trees that are at least 4 inches in diameter and 200 feet from either North Fork Issaquah or the tributary will be removed as part of this project. This information is needed to assess potential impacts to riparian functions and instream habitat for fish.

18. The applicant should work with the City or WSDOT (whomever owns the offsite area where the tributary flows along the southwestern boundary) to enhance the remaining buffer area along the tributary to the property's edge at SE 66th Place. The buffer impact and mitigation plan shows a portion of this buffer lacks mitigation planting from the WSDOT culvert project. Planting this area would further enhance this stream and contribute additional functions that will be lost as a result of the permanent buffer reduction on North Fork Issaquah Creek.

19. For the proposed planting plan along North Fork Issaquah, we are concerned that Western Red Cedar may not be suitable at this site compared to native conifers that prefer drier soils, i.e. Western hemlock and Douglas fir. What information did the consultants use to determine this species is appropriate for this site? What did WSDOT plant in the areas shown in blue on the mitigation plan? The photos suggest a more diverse planting plant.

20. Finally, we request a copy of the Issaquah Staff Evaluation for this project (dated June 12, 2019) and The Watershed Company's peer review letters from 2019.

We appreciate the opportunity to review this proposal and may have additional comments once we have received information that addresses the deficiencies noted above. If you have any questions, please let me know.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015-A 172nd Ave SE
Auburn, WA 98092
253-876-3116

From: Gretchen Garrett [mailto:gretcheng@issaquahwa.gov]
Sent: Wednesday, June 12, 2019 6:22 PM
Subject: 2019.6.12 Evergreen Ford MDNS, SEP19-00004 SEPA Checklist, SDP19-00001 Plan Set, SDP19-00001 Critical Area Study

Please find attached the Evergreen Ford MDNS, SEP19-00004 SEPA Checklist, SDP19-00001 Plan Set and SDP19-00001 Critical Area Study.

Kind regards

Gretchen G. Garrett
City of Issaquah | Support Services | Support Specialist
Office: 425-837-3100 |Direct: 425-837-3122
www.issaquahwa.gov

BRM: Attachment 4

CITY OF ISSAQUAH
MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)
SEP19-00004

Description of Proposal: The proposal is the development of a new Ford and Lincoln Automotive Sales and Service facility. The building ground floor footprint is 44,438 sq. ft. with a total gross floor area of approximately 145,000 sq. ft. The project includes relocation of wet and dry utilities, an extensive storm water management system, site clearing and grading, tree removal, and frontage improvements. The N. Fork of Issaquah Creek crosses the northern edge of the site. The applicant seeks a 25% buffer reduction, pursuant to IMC 18.10.790, and proposes buffer enhancement plantings along the reduced buffer to a width of 75' from the ordinary high-water mark, as well as to an on offsite area containing a salmon-bearing drainage ditch adjacent to the site.

Proponent: Stotkamp Architects
P.O. Box 501
Burlington, WA 98233
425-9449-8320
Attn: David Estes, AIA

Permit Number: SEP19-00004, LLA19-00003, AAS19-00005, SDP19-00001

Location of Proposal: 22975 SE 66th St
Parcel #s: 2724069084, 2724060086

Lead Agency: City of Issaquah

Threshold Determination: The Responsible Official of the City of Issaquah hereby makes the following Findings of Fact based upon impacts identified in the environmental checklist and the "Staff Evaluation for Environmental Checklist No. SEP19-00004," and Conclusions of Law based upon the Issaquah Comprehensive Plan, and other Municipal policies, plans, rules and regulations designated as a basis for the exercise of substantive authority under the Washington State Environmental Policy Act Rules pursuant to RCW 43.21C.060. This information is available to the public on request.

This MDNS is issued under 197-11-350 on August 14, 2019. A 21-day appeal period will end at 5:00 pm on September 4, 2019. The lead agency will not act on this proposal for 14 days from the date of issuance.

FINDINGS OF FACT:

1. The proposed action includes: Development of an auto sales and service facility. Construction activities will include clearing and grading, landscaping, wet and dry utility re-location, storm water management, building construction, and frontage improvements. The project will occur on approximately 3.9 acres. The project will require approximately 4,000 cubic yards of cut and 2,000 cubic yards of fill.
2. The project site lies within a FEMA special flood hazard area, and the site is subject to a No-Rise Certification, supported by technical data and signed by a registered professional engineer, through City of Issaquah Flood Hazard Permitting. The applicant is seeking a map amendment with FEMA which would remove the Flood Hazard Permitting requirement. This request is pending.
3. A Critical Areas Report was submitted by O'Neil Services Group dated April 8, 2019 and revised May 20, 2019. The City worked with The Watershed Company to conduct a peer review of the Critical Areas Study and determine compliance with IMC critical areas regulations. The Critical Areas Report identifies the North Fork of Issaquah Creek, which crosses the site, as a Class 2 fish-bearing perennial stream. The applicant requests a 25% reduction to the standard 100-foot buffer. The Critical Areas Report also identifies a second unnamed ditch located on the WSDOT right of way south of the project site, which is unregulated by the City of Issaquah. The ditch flows into the North Fork of Issaquah Creek offsite and was recently reconstructed with a fish passable culvert and buffer plantings.

4. Comments submitted by the Muckleshoot Tribe state that the unnamed ditch is known to contain juvenile salmonids. The City of Issaquah worked with the Muckleshoot Tribe to identify appropriate mitigation to protect wildlife habitat in the stream and ditch.
5. Wildlife habitat along the N. Fork of Issaquah Creek will be improved through buffer enhancement.
6. Wildlife habitat along the offsite salmon-bearing ditch will be improved by required plantings meeting King County's critical areas mitigation guidelines.
7. Mitigation measures will be required to prevent human intrusion and disturbance of the N. Fork's buffer.
8. Proper location, design, construction and maintenance of the project's storm drainage facilities is necessary to ensure protection of water and stream quality.
9. The creation of additional impervious surfaces could increase the quantity of storm water discharge from the site. The project's storm drainage facilities have been designed to detain and treat storm water and release the treated water through a level spreader at below predevelopment levels.
10. Due to the project's location, given the historical significance waterways have played in past cultures, there exists the potential for historic and/or cultural artifacts to be located on the property.
11. A Traffic Impact Analysis was prepared for this project by Gibson Traffic Consultants in December 2018 and updated with a Traffic Impact Analysis in February 2019. The purpose of this study was to evaluate existing traffic conditions, the addition of traffic based on the proposed development and identify impacts resulting from this addition of traffic. Based on this analysis, it is not anticipated that the project will generate an adverse traffic impact on the City's street network. However, improvements adjacent to the site will be required to ensure adequate access to the site is provided.
12. The "Staff Evaluation for Environmental Checklist No. SEP19-00004" is hereby incorporated by reference as though set forth in full.
13. During permit review the City received comments from the Public Works Engineering and Development Services Departments, Lakeside Industries, Sammamish Plateau Water and Sewer District, The Muckleshoot Tribe, The Watershed Company, the City's critical areas peer reviewer, and the Rivers and Streams Board. Topics of these comments incorporated into this threshold determination address the following issues:
    a. critical areas impacts, specifically to streams and wildlife habitat
    b. traffic impacts
    c. stormwater

CONCLUSIONS OF LAW:

Staff have concluded that a MDNS will be issued. This decision is based upon the environmental checklist and its attachments, and the "Staff Evaluation for Environmental Checklist." The MDNS is supported by plans and regulations formally adopted by the City for the exercise of substantive authority under SEPA. The following are City-adopted policies which support the MDNS:

Issaquah Comprehensive Plan

LU Policy A1 - Balance urban development and the health and safety of citizens against the value associated with the protection and promotion of the natural environment, Significant Trees and environmentally critical areas.

LU Policy A14 - Integrate natural features such as wetlands, riparian corridors and forested hillside views into the site design as amenities and protect them as environmental resources. Require natural resources management practices into site development and operation by:

a. incorporating natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;

b. integrating the Green Necklace into the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, trail connections and environmental education; and
c. allowing flexibility in building design, orientation, spacing and landscaping.

LU Policy E4 - Enhance Riparian corridors and wetlands to integrate the views and open space they provide into all developments, where applicable.

LU Policy H2 - Maintain development regulations that promote compatibility between uses, retain desired neighborhood character, ensure adequate light, air and open space, protect and improve environmental quality and manage potential impacts on public facilities and services by addressing features such as pervious surface ratios, density, setbacks, height, location of garages and parking areas, design standards, landscaping, and pedestrian linkages.

LU Policy H11 - Strive to create connected wildlife corridors that link to protected areas adjacent to the City limits. Wildlife corridors include the City's stream buffers, shoreline areas, natural open spaces, Native Growth Protection Areas, wetlands, steep slopes, forested hillsides and other natural areas.

T Policy E1- Design streets to ensure a safe and comfortable pedestrian environment that includes pedestrian and bicycle facilities and gathering spaces.

T Policy G1 - Require that all streets be Complete Streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities.

T Policy H1- Design systems and establish programs that combine walking and cycling with other forms of transportation to facilitate the last mile for transit riders.

T Policy I1 - Use the Nonmotorized Improvements Maps (Figures T-4 and T-5) to guide the design, construction and maintenance of pedestrian and bicycle facilities by public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.

T Policy K1 - Provide sidewalks whenever new corridors are constructed and when properties are redeveloped.

T Policy L6 - Require new or redeveloping properties to design and build bicycle/ pedestrian corridors that maximize the use of nonmotorized transportation alternatives.

C Policy A3 - Cultivate alliances between the City, the business community and cultural organizations that promote economic vitality through cultural and heritage resources and tourism programs based on diverse cultural assets of the community.

C Policy A5 - Give special attention to the celebration of native cultures and the community's heritage and diversity.

C Policy B3 - Support efforts to secure space for the preservation of Issaquah's physical heritage.LU Policy E2 - Connect natural areas to stream corridors and open spaces

Urban Community Policies – Central Issaquah Plan

UC Policy A8 - Integrate, landscaping, courtyards, plazas, public art, and critical areas and buffers into developments to enrich the urban landscape and establish a sense of place.

UC Policy B5 - Integrate natural features such as wetlands, riparian corridors and hillside views into the site design as amenities and protect them as environmental resources. Require natural resources management practices into site development and operation by:
a. incorporating natural drainage practices into park development to provide community amenities and watershed benefits, where appropriate and feasible;

b. integrating the Green Necklace into the riparian corridors to achieve multiple benefits, including enhanced fish and wildlife habitat, improved stormwater management, trail connections and environmental education;
c. requiring landscape plans to include drought tolerant native plants to reinforce Issaquah's unique natural setting and reduce water consumption; and allowing flexibility in building design, orientation, spacing and landscaping

Environmental Policies – Central Issaquah Plan

Goal A. - Improve stormwater quality and management over current conditions

E Policy A4. Adopt stormwater code requirements that improve stormwater quality, reduce flooding and do not unreasonably limit the redevelopment of Central Issaquah at urban densities.

Goal B - Enhance wetlands and the riparian corridors of Issaquah Creek…to improve environmental functions and fish and wildlife habitat.

E Policy B1 - Require new development and substantial redevelopment to comply with adopted standards and buffers to protect critical areas

E Policy B6 - Enhance Riparian corridors and wetlands to integrate the views and open space they provide into the redevelopment of Central Issaquah.

CONDITIONS:

The lead agency for this proposal has determined that it does not have a probable, significant adverse impact on the environment, and an environmental impact statement (EIS) will not be required under RCW 43.21C.030(2)(c), only if the following conditions are met. This decision was made after the review of a completed environmental checklist and other information on file with the lead agency and consideration of the comments received on the proposed decision during the comment period. This information is available to the public upon request.

Condition 1: In order to protect aquatic habitat in the unnamed drainage ditch running through the adjacent WSDOT right of way south of the project site, the applicant shall ensure this area is planted according to King County Critical Areas Mitigation Guidelines. This requirement applies in the WSDOT right of way area adjacent to the I-90 offramp and E. Lake Sammamish Parkway to both sides of the ditch along the south/southwest edge of the property extending eastward to SE 66th Place and westward to the southwest property corner near the pavilion building.

Condition 2: [This condition has been deleted]

Condition 3: The purpose and intent of the following condition is to discourage the uncontrolled intrusion of humans into the stream mitigation area, provide a passive recreation opportunity and to ensure long-term protection. The following information and improvements shall be provided:

a. A minimum of two (2) interpretive signs shall be installed and maintained as part of the stream buffer establishment. These signs shall indicate the stream buffer boundaries, the role the North Fork of Issaquah Creek plays in the ecosystem and restrictions related to the use of the stream mitigation area.
b. The stream and buffer shall be encumbered by a public open space, conservation easement granted to the City of Issaquah, or other open space protection mechanism. The easement shall state that any uses within the easement shall be as approved by the Development Services Director. The uses shall be consistent with the stream buffer purposes and the general benefit to the public. Evidence that the easement or open space protection mechanism has been recorded will be required prior to the issuance of a certificate of occupancy.

Condition 4: Any stormwater discharges and structures, such as dispersion trenches, within or draining to critical areas need to be shown on stormwater plans. Any associated impacts to critical areas need to be quantified and mitigated. The applicant's biologist shall consult with the project civil engineer to determine if outfalls would impact the stream or buffers and otherwise verify existing hydrologic conditions will be maintained and provide this information with stormwater permit documents.

Condition 5: To mitigate impacts associated with offsite frontage improvements within the N. Fork of Issaquah Creek buffer, all onsite and offsite buffer areas within 75'feet of the ordinary highwater mark shall:

1. Be planted consistent with King County Critical Areas Mitigation Guidelines, taking into account any existing plantings that meet the requirements; and
2. mitigated for the buffer reduction with enhancements, e.g. adding large woody debris, trees, shrubs, and groundcover, spawning gravel, upsized trees, etc.

Mitigation areas include both sides of the onsite stream buffer, as well as the portions planted by WSDOT offsite.

Condition 6: Should any items of archaeological or cultural significance be found during construction, the applicant will cease further site work and notify the Washington Department of Archaeology and Historic Preservation, the Muckleshoot and Snoqualmie tribes, and the City.

Condition 7: The portion of the E. Lake Sammamish Parkway roadway adjacent to the project site is under the jurisdiction of WSDOT; therefore, the applicant shall make all required frontage improvements, behind the curb. The applicant shall provide nonmotorized frontage improvements consistent with CIDDS 6.4.G Boulevard Street Standards, as modified by AAS19-00005.

Notes:

1. This threshold determination is based on permit materials submitted March 5, 2019 and amended May 20, 2019 and July 12, 2019.
2) The Staff Evaluation for this SEPA determination dated August 14, 2019, is incorporated by reference.
3) The SEPA Checklist, dated March 1, 2019 is incorporated by reference.
4) Issuance of this threshold determination does not constitute approval of the project proposal. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities.

SEPA Responsible Official: Katie Cote, AICP

Position/Title: Planning Consultant, Development Services Department

Address/Phone: P.O. Box 1307, Issaquah, WA 98027-1307, (425) 837-3100.

Date: 14 August 2019 **Signature:** 

Attachments:

1. SEPA Checklist for Evergreen Ford Lincoln, Dated March 1, 2019
2. Updated Critical Areas Study, May 20, 2019
3. Notes from Rivers and Streams Board Meetings March 26, 2019 and June 4, 2019
4. Plan Set, July 12, 2019

Other Documents Not Attached, Available Upon Request

1. Staff Evaluation for SEP19-00004, Dated August 14, 2019
2. Peer Review Letters from The Watershed Company, dated 4/4/2019, 4/18/2019, and 6/4/2019

cc: Washington State Department of Ecology
Muckleshoot Indian Tribe
Snoqualmie Indian Tribe
U.S. Army Corps of Engineers
Washington State Department of Fish and Wildlife
Washington State Department of Archeology and Historic Preservation (DAHP)
Parties of Record

BRM: Attachment 5

LEED v4 for BD+C: New Construction
Project Checklist

Prepared By: Sazan Environmental Services
Project Name: Evergreen Ford Lincoln
Date: 8/13/2019

Y	?	N			
1			Credit	Integrative Process	1

2	2	12	Location and Transportation		16
		0	Credit	LEED for Neighborhood Development Location	16
1			Credit	Sensitive Land Protection	1
		2	Credit	High Priority Site	2
		5	Credit	Surrounding Density and Diverse Uses	5
		5	Credit	Access to Quality Transit	5
	1		Credit	Bicycle Facilities	1
	1		Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1

6	2	2	Sustainable Sites		10
Y			Prereq	Construction Activity Pollution Prevention	Required
1			Credit	Site Assessment	1
1	1		Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
2	1		Credit	Rainwater Management	3
		2	Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1

3	1	7	Water Efficiency		11
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1		1	Credit	Outdoor Water Use Reduction	2
1	1	4	Credit	Indoor Water Use Reduction	6
		2	Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

25	1	7	Energy and Atmosphere		33
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
5		1	Credit	Enhanced Commissioning	6
15		3	Credit	Optimize Energy Performance	18
1			Credit	Advanced Energy Metering	1
1		1	Credit	Demand Response	2
	1	2	Credit	Renewable Energy Production	3
1			Credit	Enhanced Refrigerant Management	1
2			Credit	Green Power and Carbon Offsets	2

4	4	5	Materials and Resources		13
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
	3	2	Credit	Building Life-Cycle Impact Reduction	5
1		1	Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1		1	Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1		1	Credit	Building Product Disclosure and Optimization - Material Ingredients	2
1	1		Credit	Construction and Demolition Waste Management	2

9	4	3	Indoor Environmental Quality		16
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
1		1	Credit	Enhanced Indoor Air Quality Strategies	2
2		1	Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
1	1		Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
1	1		Credit	Interior Lighting	2
	2	1	Credit	Daylight	3
1			Credit	Quality Views	1
1			Credit	Acoustic Performance	1

6	0	0	Innovation		6
5			Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

3	1	0	Regional Priority		4
1			Credit	Regional Priority: Demand Response (1pt threshold)	1
1			Credit	Regional Priority: Environmental Product Declarations (1 pt threshold)	1
1			Credit	Regional Priority: Raw Materials (1pt threshold)	1
	1		Credit	Regional Priority: Rainwater Management (3 point threshold)	1

59	15	36	TOTALS	Possible Points:	110

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110